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BUDGET MESSAGE

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BUDGET OVERVIEW

SOUND TRANSIT—THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

How the Agency was Established

In the early 1990s, the Washington Legislature authorized King, Pierce and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority (Sound Transit)—to plan, build and operate a high-capacity transit system within the region’s most heavily used travel corridors. In September 1993, the Sound Transit Board of Directors held its first official meeting. The Sound Transit District includes the most urban parts of the three-county area and close to half of the state’s population.

History of *Sound Move*

In May 1996, the Sound Transit Board adopted *Sound Move*. The plan includes a mix of transportation improvements: high-occupancy vehicle (HOV) lane access improvements, ST Express bus routes, Sounder commuter rail and Link light rail. The plan includes new community “gateways”—connections in urban and suburban areas for communities to connect to the rest of the region. *Sound Move* is a comprehensive regional transit plan made up of almost 100 separate but interrelated capital and service projects. The plan also contains commitments to:

- Equitable revenue distribution. Local tax revenues will be used to benefit the five subareas of the Sound Transit District (Snohomish County, North King County, South King County, East King County and Pierce County) based on the share of revenues each subarea generates.
- Coordinated services and integrated fares. Regional and local transit services will be coordinated and an integrated fare structure developed.
- System expansion or tax rollback. Any second phase capital program that continues using local taxes for financing will require voter approval within the Sound Transit District. If voters decide not to extend the system, Sound Transit will roll back the tax rate to a level sufficient to pay off outstanding debt, and operate and maintain the investments made as part of *Sound Move*.
- Public accountability. Sound Transit will hire independent auditors and appoint a citizen committee to monitor Sound Transit’s performance in carrying out its public commitments. Citizens will be directly involved in the placement, design and implementation of facilities in their communities.

Voter Approval

On November 5, 1996, voters in the three-county Sound Transit District approved the local taxes necessary to fund the regional bus and rail transit systems described in *Sound Move* by a 56.5 percent to 43.5 percent margin. The measure received a majority of votes in each of the three counties in the Sound Transit District (58.8 percent in King County, 54.4 percent in Snohomish County and 50.1 percent in Pierce County).

The measure approved in 1996 was titled, *Ballot Title Proposition No. 1 Regional Transit Authority*. Its text follows:

“To implement a regional rail and express bus system linking Tacoma, Seattle, Bellevue, Everett, other cities, and Sea-Tac Airport, shall the Regional Transit Authority impose a sales and use tax of up to four-tenths of one percent and a motor vehicle excise tax of three-tenths of one percent to

provide the local share of funding towards the \$3.9 billion estimated cost of the system, as provided in Resolution 75 and the ‘10-year Regional Transit System Plan?’”

Sound Transit’s Mission and Measures of Success

Sound Transit’s Mission

Sound Transit’s mission is to build and operate an integrated regional high-capacity transportation system serving the three-county Sound Transit district. The services include commuter rail, light rail and regional bus services and capital facilities. Sound Transit is implementing its *Sound Move* regional plan in partnership with public agencies, jurisdictions, private sector and other interests, and the citizens of the Sound Transit District. *Sound Move* calls for a mix of transportation improvements throughout the region.

Souder commuter rail

- An 82-mile Souder commuter rail system with 12 stations, primarily using existing railroad tracks between Everett, Seattle, Tacoma and Lakewood.

Regional Express bus and facilities

- 19 ST Express regional bus routes to better connect cities and suburbs throughout the region and link with other local and regional transit services.
- Sound Transit is funding HOV access to 100 miles of freeway, bus, and carpool lanes to ensure fast and reliable local connections for regional bus service, to encourage carpool and vanpool use, and eliminate the need for buses, carpools, and vanpools to weave through general traffic at freeway entrances and exits.
- Community Connections includes stations, transit centers, park-and-ride lots, and arterial improvements to provide access to the regional transit network.

Link light rail

- A 1.6-mile Link light rail line currently operating in Tacoma that connects the downtown, business, theater, and university districts with local and ST Express regional buses and Souder commuter rail services at the new Tacoma Dome Station.
- Approximately 21 miles of new Central Link light rail transit that connects the University of Washington, Capitol Hill, downtown Seattle, southeast Seattle, Tukwila, and SeaTac.
 - ◇ The Initial Segment of the Central Link line is a 14-mile route that connects downtown Seattle, Beacon Hill and Rainer Valley with a South 154th Street Station in Tukwila near the Seattle-Tacoma International Airport.
 - ◇ The North Link Segment of the Central Link line is approximately an 8-mile route that connects downtown Seattle to Capitol Hill, the University District, and the Roosevelt area, with its terminus at the Northgate transit center.
 - ◇ The Airport Link Segment of the Central Link line is approximately 1.7 miles in length extending from the Tukwila International Boulevard Station to a station near the main terminal at Seattle-Tacoma International Airport.

Sound Transit’s Measures of Success

- High-quality projects completed on time and within budget.
- Services are well used and customer satisfaction is high.
- Checks and balances ensure accountability to the community.
- Staff, consultants, and contractors are accountable to the Sound Transit Board.

- Projects are developed with the help of meaningful community involvement and participation.
- Technical expertise is appropriate to implement the system, and a lean organization reflects the Sound Transit District's values and diversity.
- Maximum local participation, including Minority/Women/Disadvantaged Business Enterprise firms, has been achieved in Sound Transit contracting.
- Projects include innovative design and operating features that benefit Sound Transit's customers and will attract new riders.
- Partnerships are created that leverage Sound Transit's investments and/or reduce project costs.
- Accessible transportation facilities in compliance with the Americans with Disabilities Act.

2005 Accomplishments

As Sound Transit moves into 2006, the agency can look back on 2005 and point to significant accomplishments in projects and services.

Project Delivery accomplishments

Souder commuter rail

Track and Signal Accomplishments

- Completed layover track construction needed to begin second round-trip train between Everett and Seattle.
- Submitted environmental permit applications required for third round trip between Seattle and Everett.
- Completed track construction and improvements between Seattle and Tacoma (Argo to Black River) to allow fourth round-trip train.
- Phase II track and signal improvements between Seattle and Tacoma 50% complete.
- Completed new crossings at Spokane and Horton streets in Seattle.
- Reached 75% design level for track and signal improvements between Tacoma and Lakewood.

Station Accomplishments

- Completed demolition and remediation work at the Everett Station in preparation for construction of Phase 2 Improvements.
- Entered final design phase for Mukilteo Station.
- Reached agreements with Cities of Renton and Tukwila to move forward with design plans for permanent Tukwila Souder station.

Link light rail

- Completed final design for the Initial Segment of the Central Link line.
- Started manufacturing of the light-rail vehicles for Central Link.
- Tested the first Central Link vehicle in Japan.
- Installed the first Central Link light rail segment in the SODO area.
- Completed Cedar River Pipeline replacement.
- Advanced the construction along the E-3 Busway and at the Operations and Maintenance Facility.

- Substantially completed construction on the first Central Link construction segment.
- Began construction on the Tukwila Freeway Route, bringing the entire Link Initial Segment under construction.
- Started major construction in the Rainier Valley, on Beacon Hill, including the procurement of a tunnel boring machine, and in downtown Seattle.
- Launched Central Link's Beacon Hill Tunnel boring machine.
- Beacon Hill Station shaft full depth was reached.
- Closed the Downtown Seattle Transit Tunnel for conversion to light rail/bus operations on September 24, 2005.
- Sound Transit Board identified a preliminary Preferred Alternative for North Link.
- A second North Link Draft EIS was published in October 2005.
- Reached agreement with the Port of Seattle and the City of Sea-Tac on a preferred LRT extension to Sea-Tac International Airport.
- Completed the Airport Link environmental analysis and achieved board adoption of the Airport Link project.

Regional Express

Community Connections Accomplishments

- Started construction for the Issaquah Highlands Park-and-Ride.
- Started construction for the Bellevue Rider Services Building.
- Started construction for the Sammamish Park-and-Ride.
- Completed construction on the Woodinville Arterial HOV Enhancements.
- Completed construction of the Redondo Heights Park-and-Ride.
- Completed final design of Issaquah Transit Center.

HOV Accomplishments

- Started construction for Eastgate Transit Access project.
- Started construction for Totem Lake Freeway Station project.
- Started service at Ash Way Transit Access project.
- Initiated final design for I-90 Two-Way Transit and HOV Operations (Stage 1) improvements.
- Initiated final design for the South Everett Freeway Station improvements.
- Initiated final design for the Mountlake Terrace Freeway Station improvements.
- Initiated final design for the Canyon Park Freeway Station improvements.

Service Delivery Accomplishments

Systemwide

- Achieved a life-to-date milestone of 45 million riders carried systemwide.
- Brought Kent Station transit hub into full operation.
- Introduced quarterly performance report to CEO.
- Conducted Customer Satisfaction Survey; received high marks on service and facilities.
- Introduced RIDE newsletter, Sound Transit's new quarterly report to passengers.
- Unveiled special needs transportation web site.

Tacoma Link

- Average weekday boardings were more than 2,800 per day and continued to exceed the year 2010 projections.
- Carried record ridership of 9,000 boardings per day during the 3-day Tall Ships celebration.

Sounder commuter rail

- Average weekday boardings were more than 4,000 per day.
- North line: Added second daily round trip on Seattle-Everett.
- South line: Added fourth daily round trip on Seattle-Tacoma.
- First full year of Rail Plus program with Amtrak/WSDOT.
- Carried record ridership to selected Mariner and Seahawk weekend games in Seattle and to Kenny Chesney concert in Tacoma.
- Vehicles required for added Sounder service returned from lessees to Seattle.

ST Express regional bus

- Weekday ridership surpassed 30,000 boardings per day.
- Last of 31 new buses were delivered to increase service. New long-haul buses delivered and evaluated as pilot project.
- Implemented first fare increase since ST Express began operations in 1999.

Transit Vision Accomplishments

Fare Integration

- Managed PugetPass Program, which fulfills the *Sound Move* commitment for a "single ticket ride" on the following: Sound Transit, Community Transit, Everett Transit, King County Metro, Pierce Transit, Kitsap Transit, and the Washington State Ferries.
- Supported board decision on implementing a fare increase for ST Express, a step recommended by the Performance Audit Report.
- Managed Sound Transit's institutional pass operation, including: U-Pass, GoPass, and approximately 160 FlexPass agreements with major employers in the region.
- Participated with six transit partner agencies to implement the Regional Fare Coordination "Smart Card" project, which is scheduled to be in beta testing in 2006 and full operation by 2007.

Research and Technology

- Completed the testing and evaluations of the 40-foot hybrid diesel-electric bus.
- Partnered with the City of Bellevue and King County Metro to implement Transit Signal Priority at intersections within Bellevue for ST Express.
- Continued to work with City of Tacoma and Pierce Transit to improve transit speed and reliability through technology investments in downtown Tacoma. These will include Transit Signal Priority and traffic operations improvements in the downtown core.
- Implementation of the closed circuit television and passenger information system for Sounder's south line stations and on-board Sounder trains.

Phase 2 Planning (ST 2)

- Following a public comment period, responded to more than 1,000 comments on the Draft Long-Range Plan Supplemental Environmental Impact Statement (SEIS), and published the Final SEIS on June 1, 2005.
- During spring/summer 2005, developed seventeen issue papers dealing with projects, programs and issues central to the development of the Long-Range and ST 2 Plans.
- Supported the board's adoption of a Long-Range Plan in July 2005.
- Amended a consultant contract with Parsons Brinckerhoff Quade & Douglas for development of the ST 2 Plan.
- Began ST 2 planning work, including extensive public outreach, focused on future subarea financial capacity and the identification of most promising corridors and projects throughout the district.
- Completed PSRC contract with the delivery and publication of the Economic Development Benefits Report.
- Completed Southcenter connections Feasibility Study.

The Sound Transit District Boundary

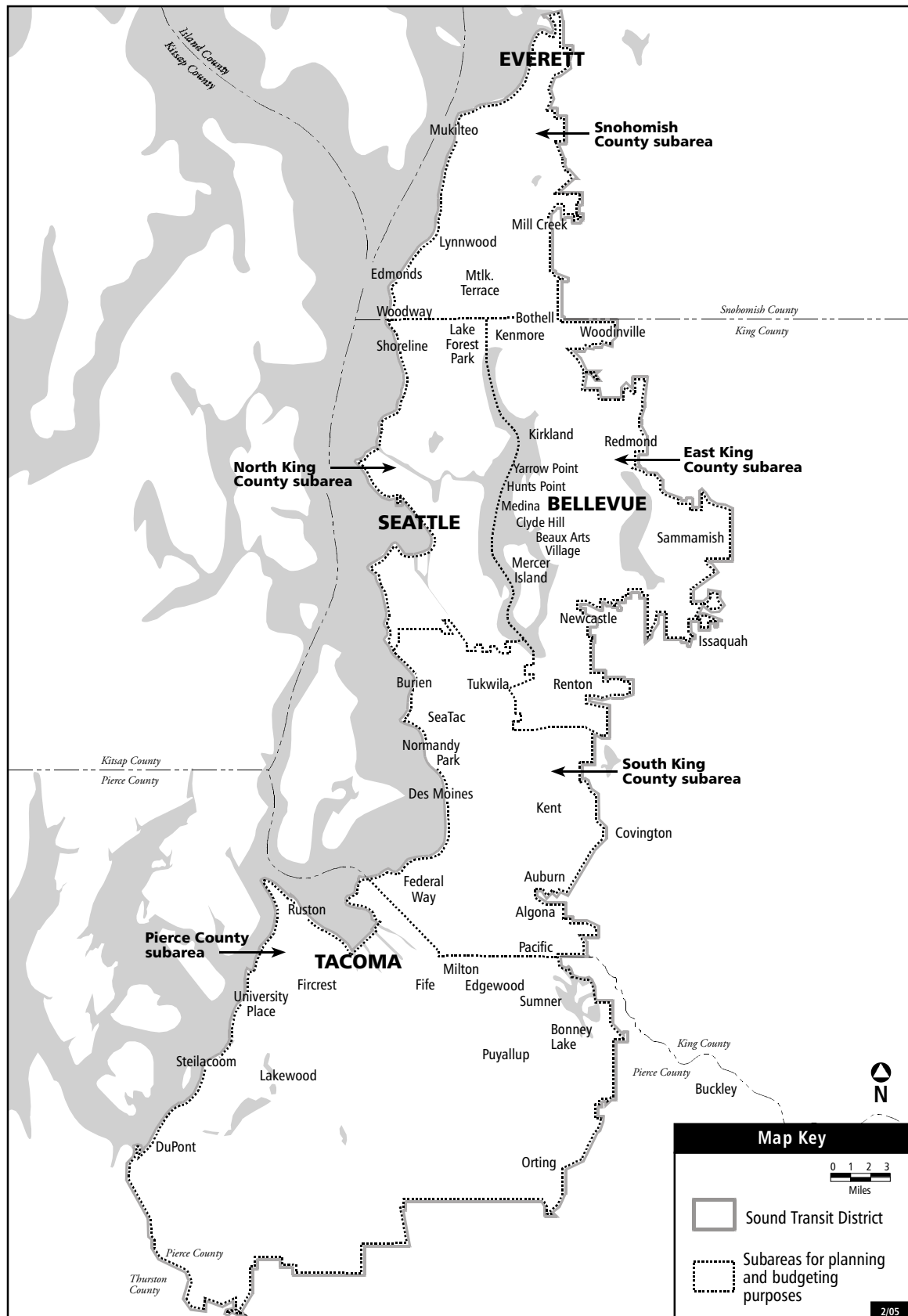
The Sound Transit District, shown on the next page, includes the most congested urban areas of King, Pierce and Snohomish counties. The Sound Transit District boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act.

The Sound Transit District:

- Shows the area where high-capacity transit services will be added to our transportation system.
- Establishes representation on the Sound Transit Board as prescribed by state law.
- Shows the area in which local taxes authorized by voters to help finance *Sound Move* will be collected.
- Demonstrates how regional services and facilities can support growth management goals and adopted land use plans.

Effective January 1, 1999, the Sound Transit Board approved the withdrawal of approximately half of the city of Covington from the Sound Transit District. Effective January 1, 2002, the Issaquah Highlands area of the city of Issaquah was annexed into the Sound Transit District. On June 13, 2002, the Sound Transit Board authorized changes to the existing agency's narrative boundary description. The changes include the annexed Issaquah Highlands area and replace references to precinct boundaries and city limit lines with geographical landmarks or references based on the public land survey system.

SOUND TRANSIT DISTRICT



Sound Transit District Subareas

The Sound Transit District is divided into five geographic subareas for planning and budgeting purposes. The system components in *Sound Move* address unique needs in each of these subareas. Local tax revenues and related debt for projects and services are utilized to benefit the subareas generally in proportion to the level of revenues each subarea generates.

Snohomish County: The Snohomish County subarea of the Sound Transit District includes the cities of Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, Mukilteo and Woodway. In 2004, the Snohomish County subarea had an estimated population of 409,000 residents, accounting for 63 percent of the Snohomish County population.

North King County: The North King County subarea includes the cities of Seattle, Shoreline and Lake Forest Park. In 2004, the North King subarea had an estimated population of 638,000, accounting for 36 percent of King County's entire population.

South King County: The South King County subarea includes the cities of Algona, Auburn, Burien, Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac and Tukwila. Since 1990, this has been the fastest growing area of King County. In 2004, the South King subarea had an estimated population of 515,000 residents, 29 percent of King County's population.

East King County: The East King County subarea includes the cities of Beaux Arts, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Renton, Woodinville and Yarrow Point. In 2004, the East King County subarea had an estimated population of 467,000 residents, accounting for 26 percent of King County's population.

The combined three King County subareas account for 91 percent of the total King County population.

Pierce County: The Pierce County subarea of the Sound Transit District includes the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place. In 2004, the Pierce County subarea had an estimated population of 586,000 residents, accounting for 79 percent of the Pierce County population.

Sound Transit Board of Directors

Sound Transit is governed by an 18-member board made up of 17 elected officials and the Washington State Department of Transportation (WSDOT) secretary. The local elected officials include mayors, city councilmembers, county executives and county councilmembers from within the Sound Transit District. Each county is represented by one boardmember per 145,000 people living within that county. Boardmembers from each county are appointed by their respective county executive and confirmed by their county council. The appointment process includes consultation with local cities and towns.

By state law, appointments must include an elected city official representing the largest city in the participating county and proportional representation from other cities and unincorporated areas. To help assure coordination between local and regional transit plans, half the appointments in each county must be officials who serve on the local transit agency board.

Sound Transit boardmembers elect the board officers, including a chair and two vice chairs, every two years. The chair presides over all board meetings and is also a voting member. Additional information on the Sound Transit Board—including its structure, meeting schedules and locations, standing committees and actions—can be accessed at the Sound Transit Web site at www.soundtransit.org.

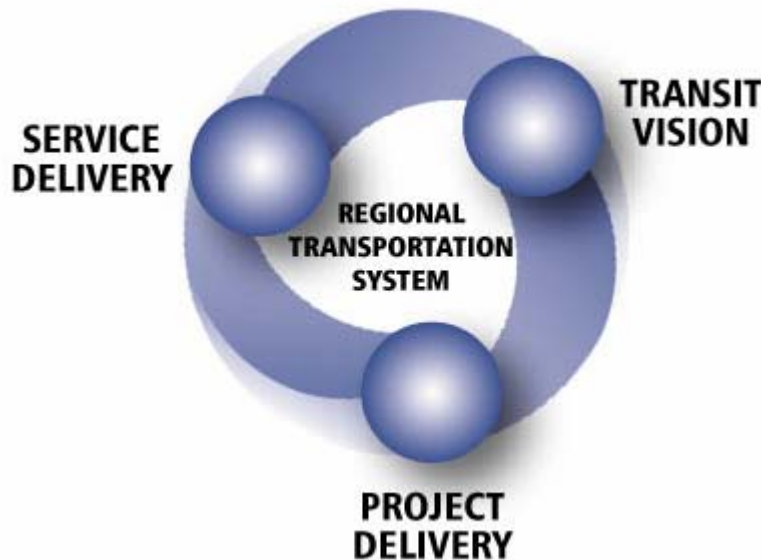
All board sessions are open to the public, and comments are invited.

Management Organization

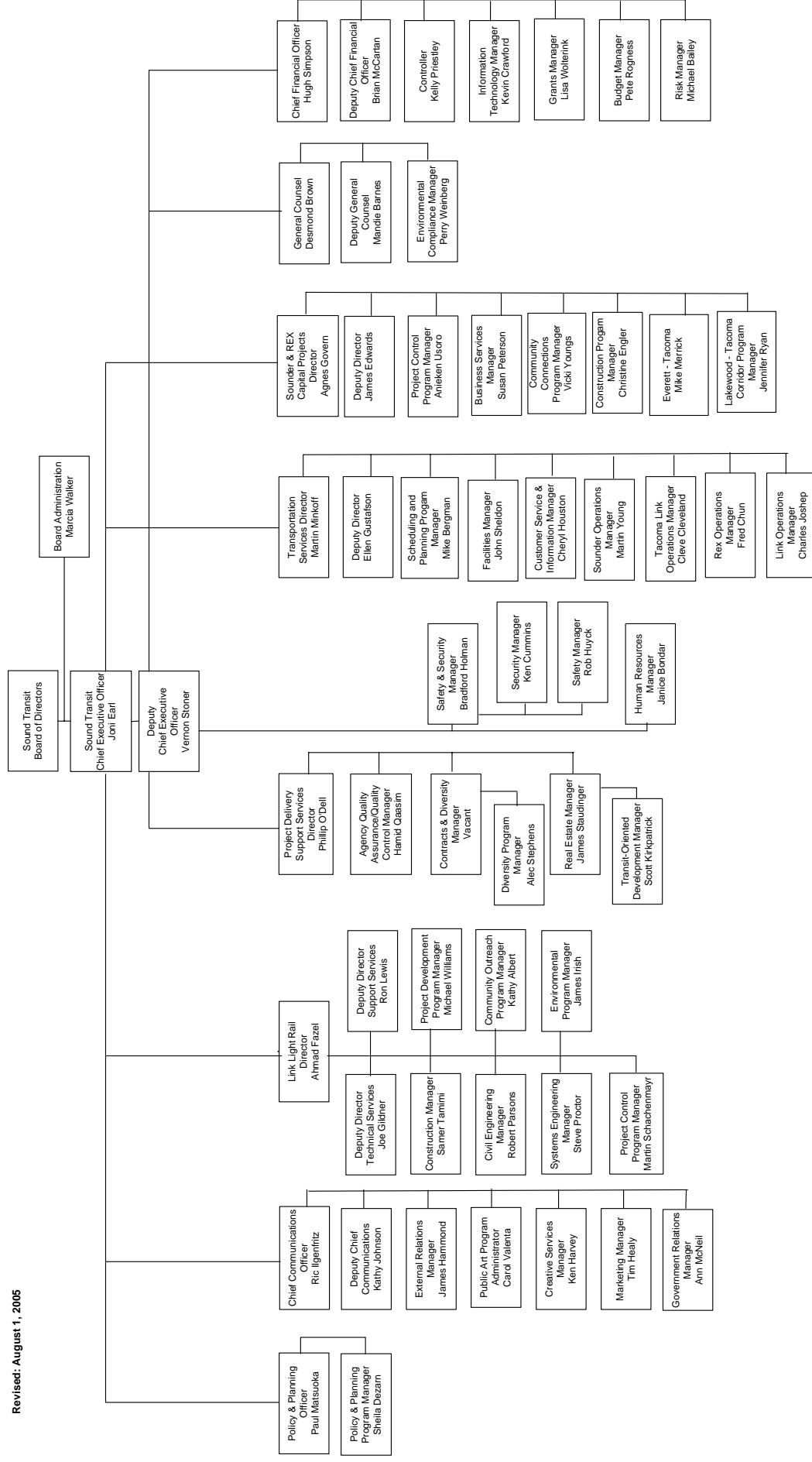
Sound Transit's management organization is designed to ensure achievement of Sound Transit Board's mission, goals and measures of success, and to reflect the agency's partnerships with its citizens, customers and communities. Sound Transit's management organization is shown in the following organizational chart.

The Chief Executive Officer reorganized the agency in May 2004 to increase its focus in each of the agency's three main priorities: passenger operations, capital projects and long-range transit planning. Passenger operations for Link light rail, Sounder commuter rail and Regional Express bus are managed by the Transportation Services Department. Major capital projects are organized within two departments: Link light rail and Capital Projects, which manages the Sounder commuter rail and Regional Express bus capital programs. Long-range regional transit planning is managed by the Office of Policy and Planning and the Office of Corporate and Strategic Communications within the Executive Department. The remainder of the agency's departments (Legal, Project Delivery Support Services, Finance and Information Technology, Board Administration) supports the three core activities.

SOUND TRANSIT STRATEGIC FOCUS



Revised: August 1, 2005



Citizen Oversight Panel

The Sound Transit Board's commitment to public accountability is a significant theme in the policies that frame *Sound Move*. During the first quarter of 1997, the Sound Transit Board appointed members to the first Citizen Oversight Panel (COP). The provision for and commitment to a COP is contained in the agency's adopted financial policies ["Public Accountability" (*Sound Move* financial policies, May 31, 1996, p. B7)]:

"To insure that the 10-year construction program development and implementation occurs within the framework and intent of these policies, Sound Transit will:

- (a) conduct an annual comprehensive performance audit through independent audit services;
- (b) appoint and maintain for the 10-year construction period a COP, charged with an annual review of Sound Transit's performance audit and financial plan, for reporting and recommendations to the Sound Transit Board."

Citizen Oversight Panel's mission

As an independent body, the COP reviews Sound Transit's performance toward achieving its commitments to the public and provides recommendations regarding its performance. The COP's responsibility is to provide the Sound Transit Board and the public with a regular report card.

Members of COP

Patsy Tsui Bonincontri
Richard U. Chapin
Aubrey Davis
Bertha Eades
Donald Green
Lynn A. Guttman
Miriam Helgeland
Robert B. Hitchcock
Bill LaBorde
Paul W. Masten
Karen Miller
C.T. Purdom
Thomas Ryan
Larry E. Shannon, Chair
Paul Wiesner

Areas of Responsibility

The COP monitors and provides recommendations concerning Sound Transit's performance in meeting its public commitments in the following policy areas:

- Public participation in plan implementation.
- Evaluation of project alternatives and recommendations.
- Management of annual capital/operating budgets and finance plan.
- Regional fund management.
- Equity, subarea budgets, and financial reporting.
- Adherence to project schedules and budgets.

Reports on Sound Transit Performance

The COP has delivered fifteen semi-annual reports. In May 2005, the COP also delivered a *Sound Move* Year 8 Review on Sound Transit's performance in meeting its commitments to the

public since the 1997 Midyear COP Report. Some of the action plans are responsive to COP observations and concerns outlined in its most recent reports. All COP performance reports can be accessed on the Sound Transit Web site at <http://www.soundtransit.org/working/cc/cop/reports/default.asp>.

Basis of Accounting

Sound Transit maintains its accounts and prepares its financial statements using the economic resources measurement focus and accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America and methods prescribed by the State Auditor. The Governmental Accounting Standards Board (“GASB”) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. All applicable GASB pronouncements, as well as all Financial Accounting Standards Board (“FASB”) statements and interpretations are applied, except for those FASB statements and interpretations that contradict GASB pronouncements.

Information presented in the budget is presented in accordance with this basis of accounting. Tax revenues are reflected when the underlying transaction upon which the tax is imposed is expected to occur, operating revenues in the period for which services are provided and earned, and expenses in the period when incurred. Expenditures on capital outlays are capitalized as ‘*capital assets*’ when the costs have been incurred. The costs of these assets are then depreciated over the estimated useful life of the asset beginning when the asset has been put into use. Capital assets whose ownership is not retained by Sound Transit and transferred to another governmental entity pursuant to an interlocal agreement, are expensed as a ‘contribution to other governments’ upon completion.

Financial Policies

The framework for implementing *Sound Move* includes the adopted financial policies that shape Sound Transit’s budgetary process. The financial policies are important tools to Sound Transit to ensure that *Sound Move* is implemented on time and within budget and that agency principles and commitments to the public are met.

These policies, adopted under Resolution No. 72, provide:

Regional equity: Local taxes are to be invested where they are raised. Budgets for each of the five subareas, including the subarea’s projected share of local taxes, borrowed funds, federal grants, farebox revenues and related expenses, will be monitored and adjusted on an annual basis to ensure that an equitable distribution of revenues is maintained (see Budget Summary section for current subarea spending plans).

Regional Fund: A Regional Fund has been established and funded through local taxes to pay for systemwide elements of *Sound Move*. These elements include the integrated fare policy that creates a seamless system, innovative technologies and planning for any future capital investments that will be placed before the region’s voters. Sound Transit Administration costs are also covered under the Regional Fund. This funding is drawn from an equal percentage of local tax revenues contributed by each of the five subareas plus interest earnings.

Conservative use of debt: Sound Transit is committed to placing limits on its use of long-term debt. These policies establish the conservative approach Sound Transit will use to calculate the cash flow available to service debt, set a debt service coverage ratio policy, and reserve a portion of Sound Transit’s debt financing capacity to provide a future potential funding source for unforeseen circumstances.

Public accountability: Sound Transit has hired independent auditors and has appointed a Citizen Oversight Panel to monitor Sound Transit performance in carrying out its public commitments.

Also, the state auditor and the Performance Audit committee provide additional oversight and accountability for the agency.

System expansion or tax rollback: Any second-phase capital program that continues local taxes for financing will require voter approval within the Sound Transit District. If voters decide not to extend the system, Sound Transit will roll back the tax rate to a level sufficient to pay off the outstanding bonds and operate and maintain *Sound Move* investments.

Financial Plan

Sound Transit maintains a 25-year financial model that projects the total revenues and costs of *Sound Move*. The model is used to verify the long-term financial viability of the program and confirm the maintenance of subarea equity.

The financial model forecasts operating costs, capital outlays, revenues, bonding, debt service, and reserves from 1997 through 2030. The agency updates the Financial Plan each year with the latest grant and revenue and inflation forecasts, and capital and operating budget data. The plan is reviewed, but not adopted, by the board each year and is available to the public on request.

How to Read the Budget

Overall, the 2006 budget is organized into six main sections:

Overview: This piece provides background on Sound Transit and its financial structure and a summary of the Adopted 2006 Budget.

Transit Vision: This section includes a detailed annual budget for projects relating to the vision for expanding the transit system and communicating that vision to the public.

Service Delivery: This section provides detailed annual budgets for the operation of Sounder commuter rail, Tacoma Link light rail and Regional Express bus service and associated capital outlays.

Project Delivery: This section includes an overview of the agency's capital program for Link light rail, Sounder commuter rail and Regional Express projects. The section also includes a six-year capital plan with a detailed annual cash flow for each capital project. A risk assessment for each project identifies factors that could have budget and schedule implications.

Agency Operations: This section details the 2006 staff operating budgets and 2006 objectives and action plans for each Sound Transit department. This section also includes other operating costs, such as debt service and the costs of transit oriented development program, the Community Development Fund, the *STart* Program and Non-capitalizable costs.

Appendix: This section includes further detailed information to provide the reader with additional background on the agency and the budget.

Sound Transit Revenue and Expense Summary

I. REVENUES & OTHER FINANCING SOURCES

	2004 Actual Revenues	Adopted 2005 Budget	2005 Actual Revenue	Adopted 2006 Budget
Retail Sales and Use Tax	\$219,020,191	\$218,834,792	\$236,969,556	\$245,151,912
Motor Vehicle Excise Tax & Car Rental Tax	66,879,883	66,514,161	68,510,135	70,660,192
Federal Grants	96,459,000	170,532,000	134,587,754	142,242,000
Farebox Revenue	13,205,535	13,890,708	16,331,259	17,168,139
Interest Earnings	10,641,243	11,497,072	25,819,353	6,511,258
Miscellaneous Revenue ¹	4,056,972	10,959,767	13,067,963	7,051,864
Bond Proceeds	-	-	-	-
TOTAL REVENUES & OTHER FINANCING SOURCES	\$410,262,823	\$492,228,500	\$495,286,020	\$488,785,365

II. EXPENSES AND OUTLAYS

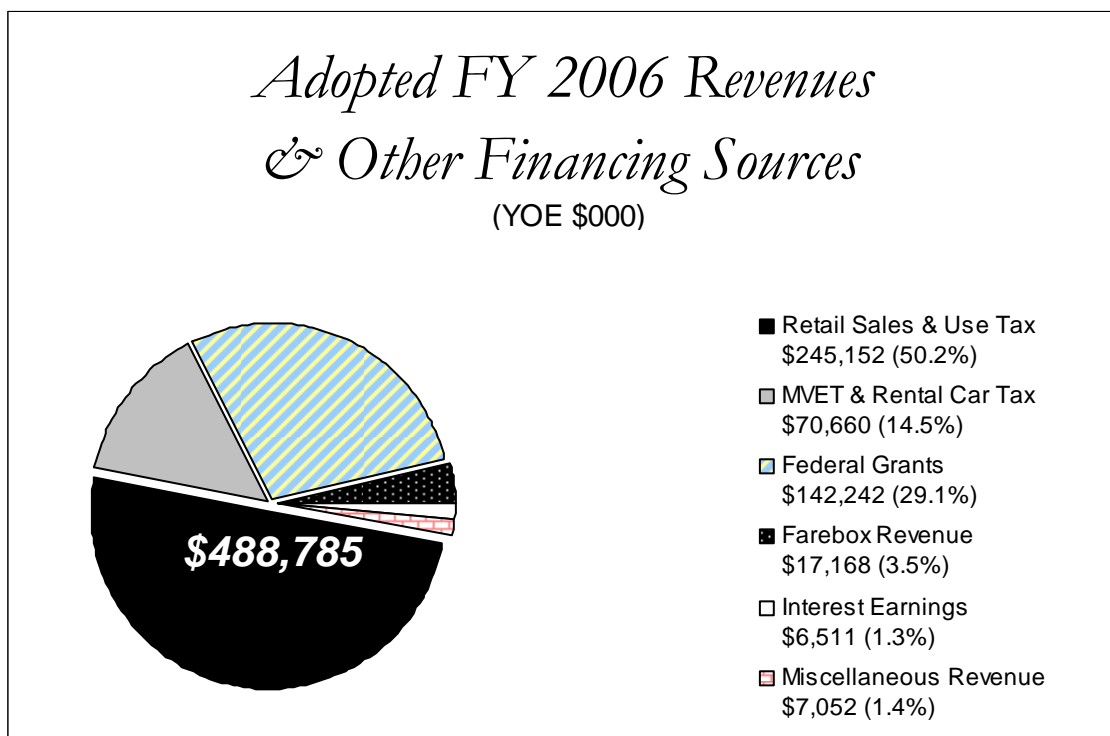
	2004 Actual Expenses	Adopted 2005 Budget	2005 Actual Expenses	Adopted 2006 Budget
OPERATING BUDGET				
Staff Operating Budget	47,957,937	54,607,147	48,916,377	55,453,365
less: Allocation to Capital	(24,567,730)	(29,556,173)	(24,296,297)	(29,266,314)
less: Allocation to Tr. Ops & Op Projs.	(5,916,924)	(5,475,219)	(5,873,915)	(6,154,965)
Transit Operations & Allocs.	90,919,253	108,448,807	113,143,756	128,826,308
Op. Projects, Interest & Allocs.	126,171,345	41,364,671	15,278,250	58,903,565
Total Operating Budget	234,563,881	169,389,234	147,168,171	207,761,960
Adjustment for Non-cash Items	(40,049,325)	(41,178,997)	(65,897,861)	(70,089,451)
TOTAL NET OPER. BUDGET	194,514,555	128,210,237	81,270,310	137,672,509
CAPITAL PLAN				
Capital Outlays	474,130,951	672,825,812	542,120,140	725,448,724
Administrative Capital Outlays	1,019,794	2,431,500	1,761,992	1,492,800
Costs Allocated to Capital	24,567,730	29,556,173	24,296,297	29,266,314
Capitalized Interest	17,147,784	30,956,378	30,806,671	36,637,565
TOTAL CAPITAL OUTLAYS	516,866,259	735,769,863	598,985,100	792,845,402
TOTAL OPERATING BUDGET AND CAPITAL OUTLAYS	\$711,380,814	\$863,980,099	\$680,255,410	\$930,517,911

Notes

1. Includes contributions from local jurisdictions, REX advertising revenues, and rental income from Sound Transit properties.

Revenue Summary

Sound Transit will collect an estimated \$488.8 million in revenues and other financing sources in 2006. Total 2006 tax revenues include \$245.2 million in Retail Sales and Use Tax revenue and \$70.7 million in Motor Vehicle Excise Tax (MVET) and Rental Car Tax revenues. In 2006, Sound Transit anticipates receiving \$142.2 million in federal grants, \$17.2 million in farebox revenues, \$6.5 million in interest earnings on cash and investments, and \$7.1 million in miscellaneous revenues which includes contributions from local jurisdictions, Regional Express advertising revenues, and rental income from Sound Transit properties. While the Adopted 2006 Budget does not contain any revenue from issuance of bonds, the agency is continually evaluating the costs and benefits of bond issuance and may issue bonds in 2006 if market conditions are favorable. In March of 2005, the board authorized the sale of \$423 million in bonds (Series 2005A).



Revenues and Financing Sources

Retail sales and use tax

In 2006, Sound Transit is anticipating to receive \$245.2 million in Retail Sales and Use Tax revenue. Sound Transit collects 4/10 of one percent Retail Sales and Use Tax on transactions in the Sound Transit District. The Retail Sales and Use Tax is imposed on the sale of most goods and certain services in the district. The tax is collected by businesses, which then remit the tax to the state. This tax is both a sales tax and a use tax, with the use tax collections amounting to about eight percent of the total taxes collected. The use tax is levied on items purchased out of state but used in state and on other items for which sales tax has not been paid. The tax is collected by the state Department of Revenue and remitted to Sound Transit through the Office of the State Treasurer.

Motor Vehicle Excise Tax

Sound Transit is expecting to receive \$68.6 million in Motor Vehicle Excise Tax revenue for 2006. Sound Transit collects 3/10 of one percent Motor Vehicle Excise Tax. The Motor Vehicle Excise Tax is a tax levied on the value of motor vehicles and collected at the time of vehicle licensing. The tax is collected by the state Department of Licensing and remitted to Sound Transit through the Office of the State Treasurer.

Rental Car Tax

Rental Car Tax revenues for 2006 are anticipated to be \$2.1 million. Sound Transit collects 8/10 of one percent Rental Car Tax, levied on the rental value of vehicles. The tax is collected by businesses and remitted to the state Department of Revenue. The Department of Revenue disburses the proceeds to Sound Transit through the Office of the State Treasurer.

Federal Grant Funding Program

Grant Assumptions in 2006 Financial Plan: The 2006 Financial Plan assumes \$944 million in grant awards in Phase 1 (1997–2009). This includes a \$500 million Full Funding Grant Agreement for the Link Initial Segment, \$30 million of competitive grant funding for the Airport Link extension and \$414 million for Sounder and Regional Express. Federal funding will be secured through Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding programs recently authorized under the federal transportation legislation called “SAFETEA-LU.” Grant funding will be secured through both congressional appropriations and regional/national grant competitions.

Grant funding assumptions in the 2006 Financial Plan, by funding source:

Section 5309 New Starts (FTA Discretionary)	\$ 616 million
Section 5307 Formula (FTA Competitive)	\$ 157 million
Surface Transportation Program (FHWA Urban Competitive)	\$ 65 million
Section 5309 Bus (FTA Discretionary)	\$ 42 million
Congestion Mitigation Air Quality (FHWA Competitive)	\$ 33 million
State Funds	\$ 15 million
Surface Transportation Program (FHWA Railroad Crossing Competitive)	\$ 8 million
Miscellaneous Competitive	<u>\$ 8 million</u>
	\$944 million

Current Status of Grant Assumptions in 2006 Financial Plan: To date, Sound Transit has been awarded \$613 million, or 65 percent of the total projected federal funding. Funding has been

secured through congressional appropriations (\$393 million), regional and national competition (\$205 million) and state appropriations (\$15 million). Funding has been secured across all funding sources and lines of business:

- \$251 million for Sounder rolling stock, track and signal work, railroad crossings, equipment, right-of-way (ROW) and station construction.
- \$259 million for the preliminary engineering, final design, right-of-way acquisition and construction of the Initial Segment of Link. \$14 million has been secured for the preliminary engineering, final design, and right-of-way phases of the Airport Link extension.
- \$103 million for Regional Express rolling stock, transit centers, park-and-rides, and direct access ramps.

2006 Grant Award Projections: In 2006, Sound Transit is estimated to receive \$109 million in grant awards. Of this amount, \$80 million is the 2006 appropriation for Link, which is consistent with the schedule of federal funds in the Full Funding Grant Agreement.

2006 Grant Drawdown Projections: Grant drawdowns represent actual grant funds received from grant awards based on eligible expenditures occurring in the program. Generally, there is a time lag between the grant awards and the grant drawdowns, so the annual grant award estimate will not match the grant drawdown estimate. The time lag between the grant awards and the grant drawdowns varies in relation to when the FTA annual apportionments are published in the Federal Register, the time for FTA grant processing and when actual spending occurs on Sound Transit grant funded projects. In 2006, the budget for grant drawdowns is \$142.2 million, which matches the finance plan forecast.

Farebox Revenues

The Adopted 2006 Budget of \$17.2 includes approximately \$14.2 million in farebox revenues from the Regional Express bus service and \$3 million from the Sounder commuter rail service. In projecting fare revenues, it is generally assumed that present transit fares continue with fare increases matching only inflation rates; the Adopted 2006 Budget does not assume any fare increases. Annual fare revenue is projected to amount to at least \$33 million following the complete implementation of the regional transit system for all modes of transit.

Interest Earnings

In 2006, Sound Transit will earn an estimated \$6.5 million in interest on its investments (on an accrual basis). On September 25, 1997, the Sound Transit Board adopted Resolution No. 97 that instituted Sound Transit's investment policy. The primary objectives of Sound Transit's investment activities under the policy are (in order of priority): a) to ensure safety of the original principal investment amounts, b) to maintain sufficient liquidity to meet all agency operational requirements, and c) to achieve a market rate of return on the investment portfolio throughout the budgetary and economic cycles. The overall 2006 effective budgeted interest rate on Sound Transit's investments is 2.25 percent.

Miscellaneous Revenue

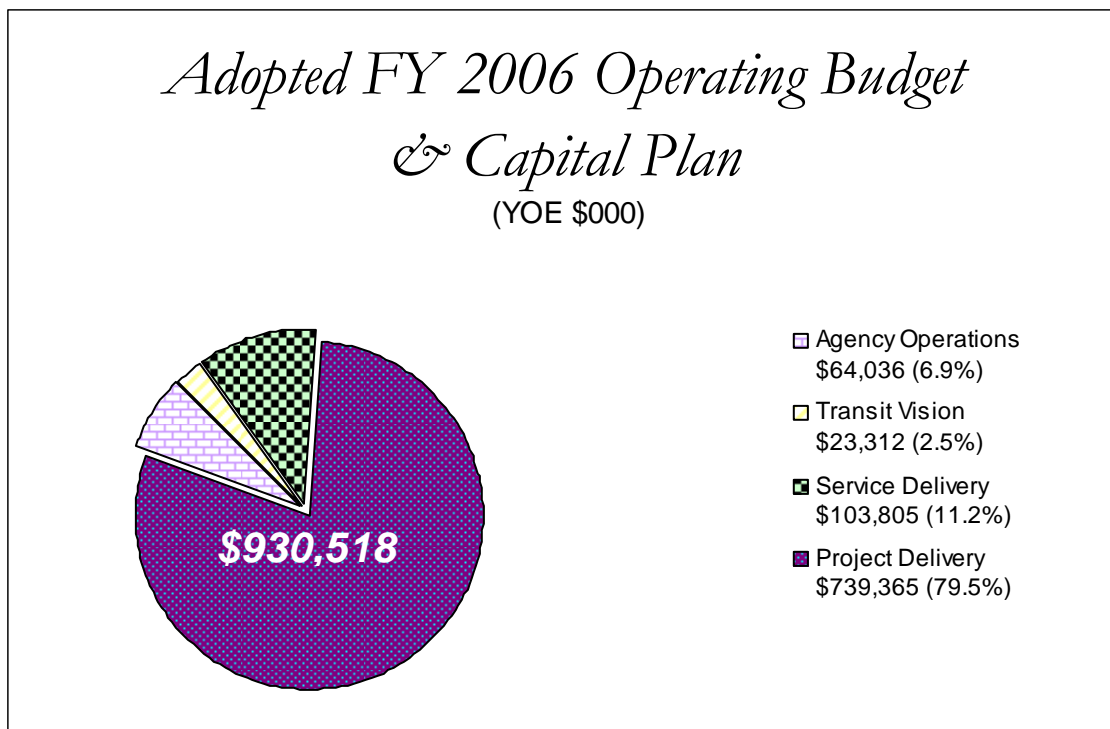
The agency expects to receive a variety of miscellaneous revenue totaling \$7 million in 2006. Primarily, these revenues include advertising on Sounder cars and Sound Transit buses along with rental income from Sound Transit properties. The agency will also receive some other miscellaneous payments, such as payments for maintenance of the Weller Street overpass from King County and contributions from other government or private parties to Sound Transit capital projects. In the budget these revenues are reported on a consolidated basis for the agency.

Adopted 2006 Budget Summary

The Adopted 2006 Budget represents the tenth full year of Sound Transit's *Sound Move*. It contains the agency's 2006 operating and capital budgets, a Phase 1 capital spending plan, as well as a 6-year rolling forecast for Service Delivery. Sound Transit uses the January-to-December calendar year for its budget and fiscal year. The total budgeted operating and capital plan for fiscal year 2006 is \$930.5 million.

Sound Transit's Adopted 2006 Budget is organized according to its strategic focus: Transit Vision, Service Delivery, Project Delivery and Agency Operations. As detailed in the budget information above, each of these components has an annual operating expense, an annual capital expenditure, and a long-term capital plan. The following information summarizes the Adopted 2006 Budget by total operating and total capital expenses, regardless of the program area in which it is contained.

The agency maintains a lifetime capital plan, which records historic spending since 1997 and forecasts all capital outlays through 2009. Summaries of the agency's capital budget are presented below and each individual project capital plan is presented in subsequent chapters of the Adopted 2006 Budget. For Service Delivery, to reflect the fact that Sound Transit is now out of the start-up mode, the budget forecasts will no longer only report on a 1997-2009 basis but will also show a six-year rolling forecast of expenses for each mode. This treatment is more in line with other transit properties and provides a more accurate picture of ongoing operations.



ST Budget Overview 2006 Budget Summary				
	2006 Operating Budget	2006 Capital Budget	1997-2009 Capital Budget	6 year rolling forecast (2006-2011)
Transit Vision	\$ 18,252,579	\$ 5,058,976	\$ 23,654,329	N/A
Service Delivery				
Link Light Rail	\$ 3,482,965	\$ -	\$ -	\$ 119,742,677
Sounder commuter rail	27,606,176	-	-	209,159,326
Regional Express bus	65,712,558	-	-	473,663,000
Mobility Initiative Program	798,038	-	-	5,306,688
Service Delivery Capital	-	6,205,620	\$ 152,251,990	59,512,910
<i>Subtotal</i>	\$ 97,599,737	\$ 6,205,620	\$ 152,251,990	\$ 867,384,601
Project Delivery				
Link light rail	-	530,299,231	2,692,316,000	-
Sounder commuter rail	-	149,374,744	1,226,976,328	-
Regional Express bus	-	59,691,282	811,146,390	-
<i>Subtotal</i>	\$ -	\$ 739,365,257	\$ 4,730,438,718	N/A
Agency Operations				
Net Staff Operations	17,806,772	-	-	-
Community Development Fund	2,000,000	-	-	-
STart	130,000	4,085,185	16,291,622	-
Transit Oriented Development	400,000	-	100,000	-
Administrative Capital	-	1,492,800	16,574,000	-
Non-capitalizable costs	1,483,421	-	-	-
Debt Service	36,637,565	-	-	-
<i>Subtotal</i>	\$ 58,457,758	\$ 5,577,985	\$ 32,965,622	N/A
Total	\$ 174,310,074	\$ 756,207,837	\$ 4,939,310,659	\$ 867,384,601

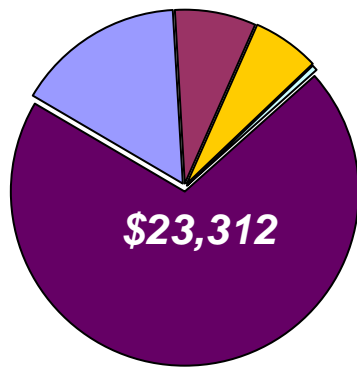
TRANSIT VISION

Transit Vision consolidates the agency's activities that are related to the development and communication of a long-term plan for regional transit within the Puget Sound region. The program manages a number of *Sound Move* Phase 1 projects, including the Fare Integration project to implement a seamless system of regional fare media and policies and the Research and Technology project to assess research and implement new transit technologies. In addition, Transit Vision staff will continue long-range and ST 2 planning for the agency.

The Adopted 2006 Budget of \$23.3 million for Transit Vision programs is \$18.3 million in operating expenses and \$5.1 million in capital expenditures. The Adopted 1997-2009 lifetime budget of \$95.2 million for this program is \$71.6 million in operating expenses and \$23.7 million in capital expenditures.

Adopted FY 2006 Transit Vision Budget

(YOE \$000)



- Fare Integration - Capital
\$3,670 (15.7%)
- Fare Integration - Operating
\$1,801 (7.7%)
- Research & Technology - Capital
\$1,389 (6%)
- Research & Technology - Operating
\$130 (0.6%)
- Phase II Planning - Operating
\$16,321 (70%)

Transit Vision Budget 2006 Budget Summary

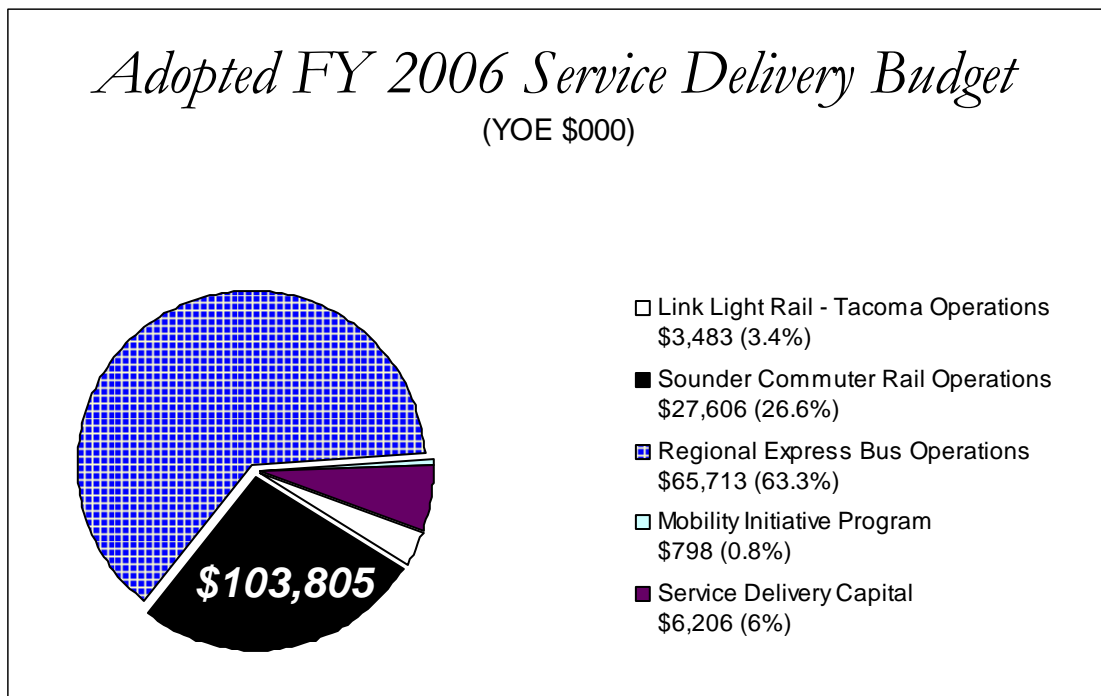
	Adopted 2006 Budget	Adopted 1997-2009 Budget
Capital Budget		
Fare Integration	\$ 3,669,602	\$ 13,427,057
Research & Technology	1,389,374	10,227,272
<i>Subtotal</i>	\$ 5,058,976	\$ 23,654,329
Operating Budget		
Fare Integration	\$ 1,801,424	\$ 29,112,895
Research & Technology	130,000	3,777,796
Phase II Planning	16,321,155	38,668,000
<i>Subtotal</i>	\$ 18,252,579	\$ 71,558,691
Total Spending		
Fare Integration	\$ 5,471,026	\$ 42,539,952
Research & Technology	1,519,374	14,005,068
Phase II Planning	16,321,155	38,668,000
Total	\$ 23,311,555	\$ 95,213,020

SERVICE DELIVERY

The Transportation Services Department combines the planning, scheduling and operations for Sounder commuter rail, ST Express regional bus, and Central Link and Tacoma link light rail. The department also includes customer service, facility maintenance, regionwide signage and wayfinding programs, and the Mobility Initiative Program.

The Adopted 2006 Budget for Service Delivery is \$97.6 million in expenses for operations and \$6.2 million for capital. Operational expenses are divided between the agency's three modal services: \$3.5 million for Link light rail operations in Tacoma, \$27.6 million for Sounder commuter rail service, and \$65.7 million for Regional Express bus service (not including depreciation), along with \$798 thousand for the Mobility Initiative Program (MIP), which supports all three modes of operations. The budget for operational expenses represents an \$10.5 million, or 12 %, increase from the Adopted 2005 Budget. This increase reflects increased services for both Sounder and Regional Express partially offset by a decrease in capital. More information on transit operations budgets is provided in the Service Delivery section of the budget.

To reflect the fact that Sound Transit is now out of the start-up mode, the budget forecasts will no longer only report on a 1997-2009 basis but will also show a six-year rolling forecast of expenses for each mode. This treatment is more in line with other transit properties and provides a more accurate picture of ongoing operations.



Service Delivery Budget Summary
2006 Budget Summary
(in YOE \$000s)

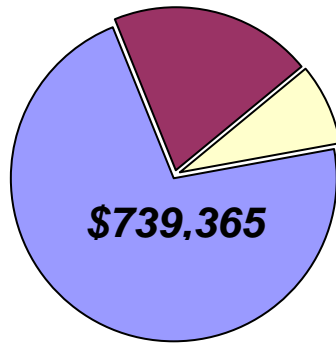
Budget	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Operating Budget			
Tacoma Link	\$ 3,483	\$ 41,133	\$ 119,743
Sounder Commuter Rail	27,606	222,327	209,159
ST Express Bus	65,713	574,733	473,663
<i>Subtotal</i>	\$ 96,802	\$ 838,193	\$ 802,565
Mobility Initiative Program	798	5,012	5,307
<i>Subtotal</i>	\$ 97,600	\$ 843,204	\$ 807,872
Capital Budget	\$ 6,206	\$ 152,252	\$ 59,513
Total Budget	\$ 103,805	\$ 995,456	\$ 867,385

PROJECT DELIVERY

Sound Move included the development of a system of new regional public transit assets. The design and construction of these assets are grouped under Project Delivery. These include the Sounder commuter rail and Regional Express HOV and Community Connection projects, and Link light rail. The Adopted 2006 Budget includes \$739.4 million in capital.

The Adopted 2006 Budget also contains Sound Transit's \$4.7 billion capital spending plan (1997-2009) that presents detailed expenses on capital assets for each project in the three capital programs. The Adopted 2006 spending plan represents a \$73.5 million increase over 2005 activity for these capital programs.

Adopted FY 2006 Project Delivery Budget (YOE \$000)



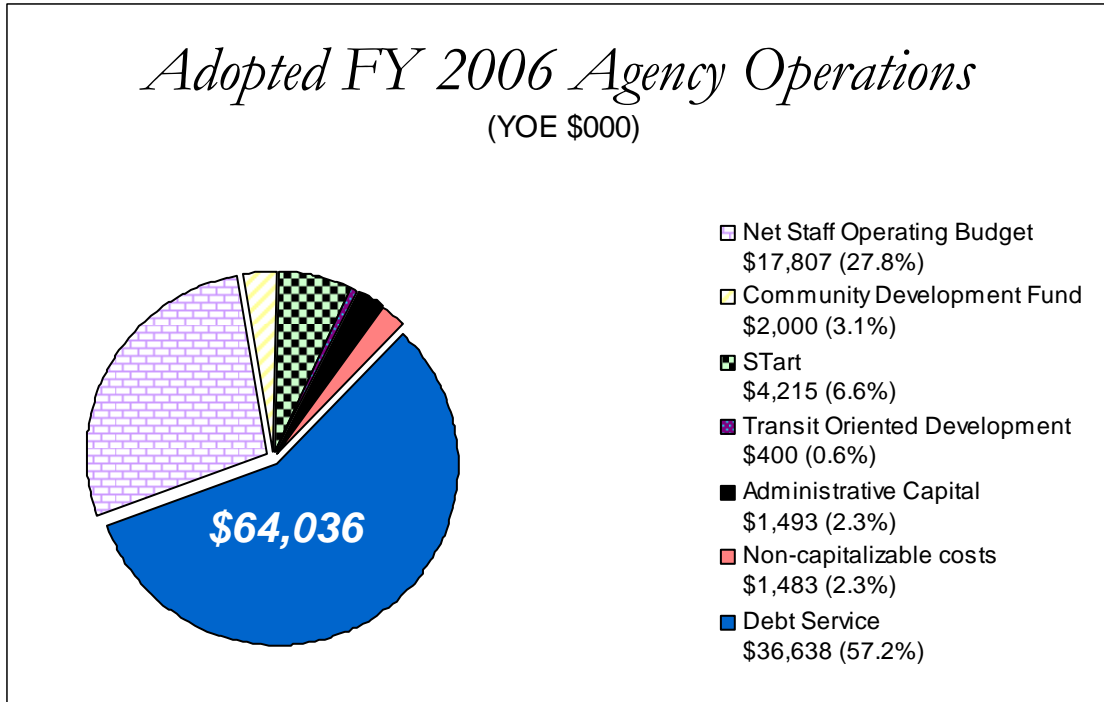
- Link Light Rail Capital
\$530,299 (71.7%)
- Sounder Commuter Rail Capital
\$149,375 (20.2%)
- Regional Express Capital
\$59,691 (8.1%)

Project Delivery 2006 Capital Budget Summary

	Adopted 2006 Budget	Adopted 1997-2009 Budget
Link light rail	\$ 530,299,231	\$ 2,692,316,000
Sounder commuter rail	149,374,744	1,226,976,328
Regional Express bus	59,691,282	811,146,390
Total	\$ 739,365,257	\$ 4,730,438,718

AGENCY OPERATIONS

The Adopted 2006 Budget contains \$58.5 million in operating expenses and \$5.6 million in capital outlays related to staff operations, debt service, the Community Development Fund, public art (STart), Transit Oriented Development, and other miscellaneous expenses.



Agency Operations 2006 Budget Summary			
	2006 Operating Budget	2006 Capital Budget	Total
Net Staff Operations	\$ 17,806,772	\$ -	\$ 17,806,772
Community Development Fund	2,000,000	-	2,000,000
SStart	130,000	4,085,185	4,215,185
Transit Oriented Development	400,000	-	400,000
Administrative Capital	-	1,492,800	1,492,800
Non-capitalizable costs	1,483,421	-	1,483,421
Debt Service	36,637,565	-	36,637,565
Total	\$ 58,457,758	\$ 5,577,985	\$ 64,035,742

Staff Operations: Sound Transit employs corporate staff—which administers its programs and services—and operations staff, which is directly involved in transit operations. The costs for corporate employees and associated expenses are captured within the agency’s staff budgets, which are detailed by the agency’s eight departments. The costs for operations employees are included in the Transportation Services budget and are addressed in the Service Delivery section. The staff costs for the Community Development Fund are also included in the staff operations budget. Sound Transit’s staff operating budget, including depreciation, increased from \$54.6 million in the Adopted 2005 Budget to \$55.4 million in the Adopted 2006 Budget. These costs include salaries and benefits for all agency non-operational employees, materials and supplies, utilities, insurance, depreciation, leases and rentals and other miscellaneous expenses.

ST Staff Operating Budget Change Summary

Department	Adopted 2005 Budget	Adopted 2006 Budget	\$ Change	% Change
Board Administration	\$ 632,343	\$ 684,231	\$ 51,888	8%
Capital Projects	5,065,163	4,653,226	(411,937)	-8%
CDF Staff	165,943	95,473	(70,470)	-42%
Central Costs	5,179,403	4,352,201	(827,202)	-16%
Executive	10,417,938	11,366,305	948,367	9%
Finance & Information Technology	10,301,170	11,203,885	902,715	9%
Legal	2,609,686	2,516,643	(93,043)	-4%
Link	8,153,724	8,658,917	505,193	6%
Project Delivery Support	7,724,037	7,070,426	(653,611)	-8%
Transportation Services	4,357,740	4,852,059	494,319	11%
Total Staff Operating Budget	54,607,147	55,453,365	846,219	2%
Allocation to Capital	(29,556,173)	(29,266,314)	289,859	-1%
Allocation to Transit Services	(5,475,219)	(6,154,965)	(679,746)	12%
Depreciation	(2,661,065)	(2,225,315)	435,750	-16%
Net Staff Operating Budget	\$16,914,690	\$17,806,772	\$892,081	5%

ST Staff Operating Budget Change Summary

Category	Adopted 2005 Budget	Adopted 2006 Budget	\$ Change	% Change
Salaries & Benefits	\$ 35,119,316	\$ 35,818,584	\$ 699,268	2%
Services	9,281,262	9,975,001	693,739	7%
Materials & Supplies	938,809	1,454,794	515,985	55%
Miscellaneous Exepnses	2,409,122	2,503,181	94,059	4%
Leases & Rentals	2,553,830	1,952,275	(601,555)	-24%
Other Expenses	1,643,743	1,524,216	(119,527)	-7%
Deprecitaion	2,661,065	2,225,315	(435,750)	-16%
Total Staff Operating Budget	54,607,147	55,453,365	846,218	2%
Allocation to Capital	(29,556,173)	(29,266,314)	289,859	-1%
Allocation to Transit Services	(5,475,219)	(6,154,965)	(679,746)	12%
Depreciation	(2,661,065)	(2,225,315)	435,750	-16%
Net Staff Operating Budget	\$16,914,691	\$17,806,772	\$892,081	5%

ST Staffing Plan Summary

Department	Filled at end of Dec 2005	Adopted 2005 Budget	Adopted 2006 Budget	New Positions
Corporate Staff				
Board Administration	5.00	5.40	5.00	(0.40)
Capital Projects	39.00	49.00	44.25	(4.75)
Central Costs *	-	-	2.00	2.00
CDF Staff	1.00	2.00	1.00	(1.00)
Executive	59.75	63.35	63.50	0.15
Finance & Information Technology	58.00	59.00	59.00	-
Legal	17.00	18.00	17.00	(1.00)
Link	72.00	74.00	75.00	1.00
Project Delivery Support	55.00	61.00	59.00	(2.00)
Transportation Services	25.60	26.60	27.60	1.00
Total Corporate Staff	332.35	358.35	353.35	(5.00)
Operations Staff				
Regional Express Bus Operations	2.00	2.00	2.00	-
Sounder Commuter Rail Operations	3.00	3.00	3.00	-
Tacoma Link Light Rail Operations	16.00	16.00	16.00	-
Total Operations Staff	21.00	21.00	21.00	-
Total Sound Transit Staff	353.35	379.35	374.35	(5.00)

* previously budgeted unallocated positions are shown in the department to which they were assigned.

Community Development Fund (CDF): The Sound Transit Board established a \$50 million fund to supplement the mitigation of impacts associated with construction and operation of light rail in southeast Seattle. The Adopted 2006 Budget contains \$2.1 million for expenses for the CDF mitigation payments, advances and administrative costs.

STart: The Sound Transit Board has endorsed a public art program to work with artists, community and project staff to develop art projects for the agency's capital projects to reflect the community's interest and that reflects positively on the agency. The Adopted 2006 STart budget is \$4.2 million.

Transit Oriented Development (TOD): The Sound Transit Board has adopted policies to promote public and private development that supports transit use by emphasizing pedestrian and transit access, clustering development and mixing land uses. These efforts include station area planning and joint development opportunities. The Adopted 2006 Budget for TOD expenses is \$400 thousand.

Miscellaneous: Agency Operations also includes expenses for administrative capital and non-capitalizable costs. The Adopted 2006 Budget for these expenditures is \$1.5 million and \$1.5 million respectively.

Debt Service: In July, 2005, Sound Transit had \$771 million of long-term bonds outstanding, the proceeds of which were used to finance construction of capital projects. In March, 2005 the board authorized the sale of \$423 million of bonds (Series 2005A). Payment of interest and amortization of issuance costs on the Sound Transit bonds is \$36.6 million for 2006. Of that amount, \$17.1 million is related to the 1999 issue of bonds and \$19.5 is related to the 2005 issue.

Sound Transit Capital Plan

Adopted 2006 Budget (In \$000) by Department/Subarea

Description	2005 Adopted	2006 Adopted	Change	% Change
ST Art				
Snohomish County	1,175	1,058	-118	-10.00%
North King County	7,508	6,757	-751	-10.00%
South King County	4,798	4,319	-480	-10.00%
East King County	2,893	2,633	-260	-8.99%
Pierce County	1,695	1,525	-169	-10.00%
ST Art	18,069	16,292	-1,778	-9.84%
Sounder Commuter Rail				
Snohomish County	385,303	385,553	250	0.06%
South King County	366,258	366,258	0	0.00%
Pierce County	475,162	475,165	4	0.00%
Sounder Commuter Rail	1,226,723	1,226,976	254	0.02%
Link Light Rail				
North King County	1,677,491	1,748,294	70,804	4.22%
South King County	649,409	863,606	214,196	32.98%
Pierce County	80,416	80,416	0	0.00%
Link Light Rail	2,407,316	2,692,316	285,000	11.84%
Regional Express				
Snohomish County	154,843	165,528	10,685	6.90%
South King County	100,417	78,694	-21,722	-21.63%
East King County	541,006	545,849	4,842	0.90%
Pierce County	20,447	21,075	628	3.07%
Regional Express	816,714	811,147	-5,567	-0.68%
Transit Vision				
Regional Fund	23,552	23,654	102	0.43%
Transit Vision	23,552	23,654	102	0.43%
Transportation Services				
Snohomish County	18,265	19,443	1,177	6.45%
South King County	12,357	14,348	1,992	16.12%
East King County	59,056	61,131	2,075	3.51%
Pierce County	42,407	57,330	14,923	35.19%
Transportation Services	132,085	152,252	20,167	15.27%
Transit Oriented Development				
Snohomish County	100	100	0	0.00%
East King County	4,920	0	-4,920	-100.00%
Transit Oriented Development	5,020	100	-4,920	-98.01%
Agency Administration				
Regional Fund	16,574	16,574	0	0.00%
Agency Administration	16,574	16,574	0	0.00%
Agency Total	4,646,053	4,939,311	293,258	6.31%

Sound Transit Adopted 2006 Capital Budget

In \$000

Project	Project Name	Adopted 2006 Fiscal Year Budget	Adopted 2006 Lifetime Budget
000	ST Art STart Program	4,085	16,292
1	ST Art	4,085	16,292
	Sounder Commuter Rail		
100	Everett-Seattle Track & Signal	51,936	304,326
110	Seattle-Auburn Track & Signal	20,630	256,181
120	Auburn-Tacoma Track & Signal	16,317	205,718
130	Tacoma-Lakewood Track & Signal	27,841	148,126
131	Permitting/Environmental Mitigation	2,080	10,288
140	Layover	2,615	24,248
150	Nisqually-Lakewood ROW	380	16,101
201	Everett Station	9,106	26,872
205	Mukilteo Station	1,283	18,214
207	Edmonds Station (Temporary)	0	197
209	Edmonds Station	5,732	12,909
212	Ticket Vending Machines (TVM)	439	7,678
216	Passenger Information System/CCTV	5	6,081
231	King Street Station	0	8,016
233	Boeing Access Rd Station	0	66
235	Tukwila Station (Temporary)	0	3,247
236	Tukwila Station	350	16,024
237	Kent Station	0	32,519
239	Auburn Station	0	25,877
241	Sumner Station	0	8,845
243	Puyallup Station	0	13,424
245	Tacoma Dome Station	0	9,958
247	Reservation-Freighthouse	258	16,802
251	South Tacoma Station	3,281	11,515
253	Lakewood Station	7,122	32,562
255	Lakewood CBD	0	1,817
600	Program Reserve	0	9,366
3	Sounder Commuter Rail	149,375	1,226,976
	Link Light Rail		
100	Northgate to 45th	2,213	9,000
200	North Link - 45th to CPS	20,672	161,000
300	Initial Segment	475,365	2,070,000
399	Initial Segment Project Reserve	0	128,300
400	Airport Link	32,049	243,600
500	Tacoma Link	0	80,416
4	Link Light Rail	530,299	2,692,316
	Regional Express		
105	Ash Way Transit Access/164th SW	272	18,428
111	Lynnwood HOV Access/46th Ave W	346	26,241

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

Sound Transit Adopted 2006 Capital Budget

In \$000

Project	Project Name	Adopted 2006 Fiscal Year Budget	Adopted 2006 Lifetime Budget
125	Federal Way HOV Access/S 317th	442	32,618
131	Star Lake Freeway Station/S 272nd	0	4,113
135	I-405 at Southcenter	0	55
140	Totem Lake Freeway Station/NE 128th	16,952	85,875
141	85th Corridor/Related Improvements	1,114	8,453
142	Kirkland Transit Center/3rd	439	13,300
145	Bellevue HOV Access	47	73,513
150	Renton HOV Access/N 8th	0	67,075
151	Rainier Ave/Hardie Ave Arterial Imprvmnts	3,523	15,675
152	Strander Boulevard Extension	611	4,208
160	Eastgate Transit Access/142nd Ave SE	5,216	38,908
165	I-90 at Sunset Interchange	0	9,185
166	SR900 Park & Ride Arterial Imprvmnts	0	7,394
311	Lynnwood Transit Ctr/46th Ave W	0	31,146
312	Mountlake Terrace Frwy Station/236th SW	1,887	25,545
314	S Everett Transit Center	0	31
316	N Everett TC/Everett Comm College	61	1,698
319	S Everett Frwy Station/112th SE	1,807	38,956
321	Federal Way Transit Ctr/S 317th	1,029	39,455
322	Bellevue Transit Center/NE 6th	63	15,518
323	Bellevue Rider Services Bldg	1,867	3,501
324	Canyon Park Freeway Station/I-405	2,705	9,132
326	Issaquah Transit Center/SR900	5,953	29,482
328	Totem Lake TC/Evergreen Medical Ctr	1,372	7,743
330	Newcastle Transit Center/SE 70th	0	7,223
332	Overlake Transit Center/NE 40th	0	10,943
340	Ash Way Park & Ride	0	1,114
342	Swamp Creek HOV and Park & Ride	0	303
345	Lynnwood SR99 Transit Lanes	0	2,546
346	East Everett Park & Ride	0	86
350	Redondo Heights Park & Ride/SR99	0	2,444
352	Other Park & Ride Expansion	0	10
353	Mercer Island TC/Mercer Way	0	0
354	Mercer Island Park & Ride/N Mercer Way	3,852	14,310
355	Issaquah Highlands Park & Ride	2,983	8,116
356	Tacoma Dome Station	0	10,805
358	South Hill Park & Ride/94th Ave E	0	5,625
360	Dupont Station/Wilmington Dr	0	4,287
362	SR512 Park & Ride Expansion	0	357
370	Pacific Avenue Overpass	0	16,796
372	Bothell Branch Campus Access	1,084	3,860
374	Redmond Transit Center/NE 83rd	256	6,931
376	Woodinville Arterial HOV/SR202/SR522	409	1,798
377	Woodinville TOD	932	5,079
378	Yarrow Point Stop Improvements	82	150
380	South Sammamish Park & Ride	651	7,764

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

Sound Transit Adopted 2006 Capital Budget

In \$000

Project	Project Name	Adopted 2006 Fiscal Year Budget	Adopted 2006 Lifetime Budget
382	I-90 Two-Way Transit & HOV Operations	2,972	40,389
384	SR522 HOV Enhancements/Kenmore	544	8,791
385	SR522 HOV Enhancements/Bothell	221	8,572
395	Funds for Other Projects	0	31
999	REX Program Reserve	0	35,569
5	Regional Express	59,691	811,147
	Transit Vision		
405	Fare Integration	3,670	13,427
410	Research & Technology	1,389	10,227
6	Transit Vision	5,059	23,654
	Transportation Services		
261	Bus Maintenance Facility	0	25,867
290	ST Express Fleet Program	3,763	105,907
356	Tacoma Dome Station	0	311
701	ST Express Fleet Replacement Program	0	15,015
702	Sounder Fleet Program	1,600	2,434
740	Small Works Program	280	2,155
741	Auburn Bus Loop Concrete Replacement	421	421
742	King Street Station Platform Lighting	142	142
7	Transportation Services	6,206	152,252
	Transit Oriented Development		
340	Ashway TOD	0	100
341	Woodinville TOD	0	0
8	Transit Oriented Development	0	100
	Agency Administration		
001	Agency Administration	1,493	16,574
9	Agency Administration	1,493	16,574
	Total Capital budget	756,208	4,939,311

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

TRANSIT VISION

PROGRAM SUMMARY

Long-range regional transit planning is managed by the Office of Policy and Planning within the Executive Department. This “Transit Vision” includes expanding the first phase of the system (Phase 1) that was approved by Puget Sound voters in 1996 and is currently under construction and operation by Sound Transit. A healthy transit system is vital for the economy and quality of life in the region, particularly as it faces the challenge of adding 1.2 million residents in the next 20 years. Transportation is still consistently rated as the number one issue of concern by the public.

Phase I is well under way. Sounder commuter trains run every weekday on 75 miles of track, ST Express buses connect population and employment centers, Tacoma Link light rail trains are breaking ridership expectations and construction is under way on the Link light rail system in Seattle and on transit centers and park-and-ride lots throughout King, Pierce, and Snohomish counties.

Phase I is an important first step in building a regional system, but more work remains. That is why Sound Transit is planning for a second phase—Sound Transit 2—that will expand the system to reach more communities. Sound Transit will engage its partners and the public during 2006 on ways to expand the services and facilities completed in Phase I. The Sound Transit 2 (ST 2) planning effort will culminate in a proposal to expand the regional system that will be submitted to voters for approval.

The Office of Policy and Planning is working on the technical planning for ST 2. The Office of Corporate and Strategic Communications is creating interest and engaging the public in the ST 2 process.

The Office of Policy and Planning

The Office of Policy and Planning (OPP) has three major projects related to the long-term future of Sound Transit. First, OPP is responsible for the technical aspects of planning to support the board’s update of the Long-Range Plan (July 2005) and the development of the ST 2 Plan, which will build upon the achievements of phase 1. Second, OPP manages the Fare Integration Program, delivering the “seamless” system that was promised in *Sound Move*. While progress has been made in the near term to institute PugetPass, OPP is working closely with Sound Transit’s partners to deliver a new system based on Smart Card technology. This future method of fare payment will make the system even more seamless for passengers. Third, OPP manages the Research and Technology function. This includes evaluating, demonstrating, and bringing on-line several technology projects that improve safety and security for Sound Transit’s passengers, and improve customer information that makes the system easier to use.

The Office of Policy and Planning develops agencywide policies and coordinates regional transportation planning efforts for Sound Transit. In addition to these specific responsibilities, it is responsible for addressing issues affecting all lines of business and coordinating transit reporting to the state and federal governments. The Office of Policy and Planning also supports the Sound Transit Board in its role of policy setting and long-range planning by developing alternative courses of action for its consideration that are realistic, timely, clear, and balanced. It works to develop internal policies that are consistent across all departments. It coordinates agency work with the Puget Sound Regional Council. In addition, the Office of Policy and Planning manages Geographic Information System services for Sound Transit.

The Office of Corporate and Strategic Communications

The Office of Corporate and Strategic Communication's central mission is to create new and unique ways of generating public interest and participation in the Sound Transit 2 process. That work includes assisting discussions between citizens, Sound Transit staff, and Sound Transit Board members about the options for expanding the regional system.

Besides its ongoing ST 2 work, the Office of Corporate and Strategic Communications is responsible for a broad set of activities related to external public communications and involvement, government relations, and the promotion of Sound Transit activities and services. The office articulates Sound Transit's mission by emphasizing the frequency and availability of the agency's bus and train service and explaining how those services complement other parts of the overall transportation system. The Office of Corporate and Strategic Communications

The Office of Corporate and Strategic Communications:

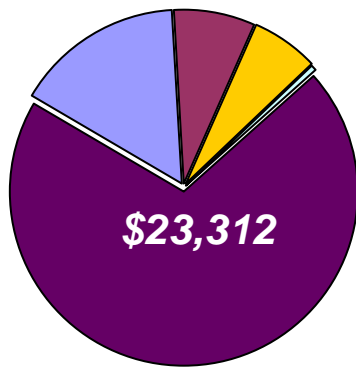
- Produces the agency's video programs that are aired on local public access television.
- Provides updated information on the agency's Web site.
- Places advertisements in local radio and newspapers.
- Regularly sends e-mails to business, community and government leaders from the agency's CEO.
- Writes and designs a number of print publications for wide distribution.
- Works with elected officials in the policy arena to make sure efforts to improve transit are well coordinated and intuitive to customers and the general public. The office has the primary responsibility for maintaining Sound Transit's relations with local, state, and federal governmental bodies. The Communications office also monitors and coordinates Sound Transit's interests in Washington, D.C. on federal funding and the Federal Transit Administration's oversight.
- Works with the media to ensure that coverage of the agency is frequent, fair, and accurate. That includes daily interaction with news media and distribution of news releases to all area news outlets, including community newspapers.
- Implements a broad marketing program to build awareness of the agency and its services, to promote new services and help increase ridership.

TRANSIT VISION BUDGET

The Adopted 2006 Budget contains \$18.3 million in operating expenses and \$5.1 million in capital expenditures for activity in 2006 toward the Transit Vision projects. The Adopted 1997-2009 lifetime budget for the three projects is \$71.6 million in operating expenses, and \$23.7 million in capital expenditures. Staff budgets for Transit Vision's divisions are included in the Agency Operations section of the budget document.

Adopted FY 2006 Transit Vision Budget

(YOE \$000)



- Fare Integration - Capital
\$3,670 (15.7%)
- Fare Integration - Operating
\$1,801 (7.7%)
- Research & Technology - Capital
\$1,389 (6%)
- Research & Technology - Operating
\$130 (0.6%)
- Phase II Planning - Operating
\$16,321 (70%)

Transit Vision Budget 2006 Budget Summary

	Adopted 2006 Budget	Adopted 1997-2009 Budget
Capital Budget		
Fare Integration	\$ 3,669,602	\$ 13,427,057
Research & Technology	1,389,374	10,227,272
<i>Subtotal</i>	\$ 5,058,976	\$ 23,654,329
Operating Budget		
Fare Integration	\$ 1,801,424	\$ 29,112,895
Research & Technology	130,000	3,777,796
Phase II Planning	16,321,155	38,668,000
<i>Subtotal</i>	\$ 18,252,579	\$ 71,558,691
Total Spending		
Fare Integration	\$ 5,471,026	\$ 42,539,952
Research & Technology	1,519,374	14,005,068
Phase II Planning	16,321,155	38,668,000
Total	\$ 23,311,555	\$ 95,213,020

Phase 2 Planning

The High Capacity Transit Phase 2 Planning Program will proceed with building on the updated Long-Range Plan and supporting the Environmental Impact Statement to develop a second phase HCT implementation plan now designated “ST 2”. Then a conceptual study and detailed evaluation of potential ST 2 projects, including ridership forecasting and conceptual cost estimating for a broad range of high capacity transit corridors, segments, alignments, projects and supporting projects and programs, will proceed and conclude. The primary work for 2006 will be supporting the board’s development and adoption of a Final ST 2 Plan for presentation to the voters as early as autumn 2006.

Budget Changes for Phase 2 Planning

The 1997-2009 operating budget of \$38.7 million for Phase 2 Planning is unchanged in total from the Adopted 2005 Budget. There is no capital component to the Phase 2 Planning budget.

The Adopted 2006 operating budget of \$16.3 million for Phase 2 Planning includes an amendment of \$5.5 million for the East Corridor study. The increase reflects the accelerated pace of the Long Range Plan and ST 2 efforts, along with anticipated election costs related to ballots in Pierce, Snohomish and King counties.

Fare Integration

Fare Integration is responsible for promoting regional mobility through a system of seamless regional fare media and policies. The keystone of the program is the Regional Fare and Pass Reconciliation Agreement, which forms the basis for regional account reconciliation and PugetPass. The agreement allows all five of the region’s transit agencies to pool farebox and pass revenue into one account. It allows passes and cash transfers to be valid on all transit systems, regardless of purchase location, while insuring that agencies are compensated for the boardings provided. The basis for revenue reconciliation is research data, which is being updated based on a year-long on-board survey conducted by Sound Transit. Fare Integration also oversees institutional passes such as FlexPass and U-Pass and negotiates pricing with Sound Transit’s partners and customers. PugetPass and institutional passes will soon be replaced with “smart cards,” an electronic fare payment system which will allow for more accurate and timely data, faster boardings, and a simpler reconciliation process. In 2005, Sound Transit will complete work with partner agencies to design the financial, technical and policy framework for Smart Card implementation. In 2006, the system will be tested with full implementation expected in 2007.

Budget Changes for Fare Integration

The total combined 1997-2009 operating and capital budget of \$42.5 million for Fare Integration is unchanged from the total lifetime budget for Fare Integration in the Adopted 2005 Budget. The total 1997-2009 capital budget of \$13.4 million is unchanged from the Adopted 2005 lifetime budget total. The total 1997-2009 operating budget of \$29.1 million is unchanged from the adopted 2005 lifetime budget total.

The Adopted 2006 capital budget of \$3.7 million for Fare Integration is \$888 thousand lower than the Adopted 2005 Budget of \$4.6 million primarily due to anticipated reduced partner reimbursements for costs related to the Smart Card project. The Adopted 2006 operating budget of \$922 thousand is \$2.7 million lower than the Adopted 2005 Budget of \$3.7 million primarily due to lower projected fare transfer subsidy payments to partner agencies.

Research and Technology

The Research and Technology Program was created to assess, evaluate research, and implement new transit technologies that will improve the effectiveness and efficiency of public transit. Activity in 2006 will include the continued implementation of the transit technology initiatives that were part of the board-approved “Sound Transit Technology Plan,” as well as the completion of earlier projects identified and approved by the board. Other activities continuing into next year include a request for proposals for delivering the Corridor Transit Technology Initiative, which will deploy vehicle location, next arriving vehicle, and passenger counting technologies in specific Sound Transit corridors; the implementation of Transit Signal Priority to Sound Transit bus routes in Tacoma, Redmond, and Bellevue; the implementation of Sounder’s Closed Circuit TV and Passenger Information System; and completion of a technical study for improving regional emergency transit radio communications.

Budget Changes for Research and Technology

The total combined 1997-2009 lifetime operating and capital budget of \$14.0 million for Research and Technology is \$355 thousand lower than the Adopted 2005 Budget lifetime budget of \$14.4 million due to replacing the GIS support services contract with internal staff resources.

The total 1997-2009 lifetime capital budget of \$10.2 million is \$102 thousand higher than the lifetime budget of \$10.1 million in the Adopted 2005 Budget. The increase represents a shift in budget from operating to capital. The total 1997-2009 lifetime operating budget of \$3.8 million is \$457 thousand lower than the lifetime total of \$4.2 million from the Adopted 2005 Budget due to a \$355 thousand reduction related to replacing the GIS support services contract with internal staff resources and a \$102 thousand shift of operating budget to capital.

The Adopted 2006 fiscal year capital budget of \$1.4 million is \$500 thousand higher than last year’s Adopted 2005 Budget of \$890 thousand primarily due to the Corridor Transit Technology Initiative moving into the design and build phases in 2006. The Adopted 2006 operating budget of \$130 thousand is \$45 thousand lower than last year’s level of \$175 thousand because agency GIS support services currently contracted to an outside vendor will begin to be handled internally in the middle of 2006.

Transit Vision

Project

405 Fare Integration

Description

The purpose of the Fare Integration Program is to develop a uniform, single-ticket fare system and integrated fare policy for the region's entire public transit service network. Currently, the Puget Pass program provides a means for transit riders to use a single piece of fare media to ride all transit services in the three-county region. Puget Pass was embraced by regional transit agencies as a significant commitment to the one-ticket ride concept and was seen as an interim step toward implementation of Smart Card technology.

In 2006, the program will complete planning and system design of the Smart Card system, and complete a limited test implementation of the technology. Smart Card will be implemented to ensure a seamless fare system across all participating transit agencies which include Pierce Transit, King County Metro, Community Transit, Everett Transit, Kitsap Transit, Washington State Ferries, and Sound Transit.

Changes since 2005 budget: The lifetime capital budget is unchanged from 2005.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	13,427
2006 Adopted Budget (in YOES\$000)	13,427

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Regional Fund	2,726	1,004	3,670	6,028	0	0	0	13,427
Total	2,726	1,004	3,670	6,028	0	0	0	13,427

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Fare Integration/Research	2,726	1,004	3,670	6,028	0	0	0	13,427
Total	2,726	1,004	3,670	6,028	0	0	0	13,427

Risk Assessment :

Status:

Estimate Type:

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Transit Vision

Project

410 Research & Technology

Description

This project will evaluate and implement promising transit technology that will improve the effectiveness and efficiency of public transit, including Intelligent Transportation Systems (ITS) that would improve customer service, reduce operating and maintenance costs, and provide incentives to encourage transit use.

In 2006, working with other transit agencies, this program will implement advanced ITS technologies such as real-time passenger information systems for ST express buses, Transit Signal priority treatment within ST express bus corridors, and a study to assess regional radio communications between operators.

Changes since 2005 budget: The \$102K increase in the lifetime budget represents a shift, from operating to capital, in Research & Technology's budget to better represent the latest resource requirements.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	10,125
2006 Adopted Budget (in YOES\$000)	10,227

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Regional Fund	1,962	916	1,389	5,269	690	0	0	10,227
Total	1,962	916	1,389	5,269	690	0	0	10,227

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	6	0	0	0	0	0	0	6
Pre-Engineering/Env Review	14	0	0	0	0	0	0	14
Fare Integration/Research	1,942	916	1,389	5,269	690	0	0	10,207
Total	1,962	916	1,389	5,269	690	0	0	10,227

Risk Assessment :

Status:

Estimate Type:

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2008

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SERVICE DELIVERY

PROGRAM SUMMARY

Sound Transit's Service Delivery program consists of the operations of the ST Express bus, Sounder commuter rail and Central and Tacoma Link light rail systems. ST Express operates 19 regional routes, Sounder North line offers two daily roundtrips between Everett-Seattle, Sounder South line runs four daily round trips between Tacoma-Seattle, and Tacoma Link provides service in the downtown Tacoma area.

For 2006, these operations will add over 600,000 service hours to region's mix of transportation choices, up about 5% over 2005. The 2006 ridership target is 11.2 million total boardings and average weekday boardings of 38,344, given current estimates and analysis of near-term economic conditions. Additionally, a total of 19 facilities including multimodal stations, commuter and light rail stations, transit centers and park-and-ride lots provide essential regional transportation connections and high quality customer amenities. The 36-month operational start-up period of the Central Link Initial Segment will be a key element of the 2006 work program.

The Transportation Services Department manages these operations and facilities, along with service planning and development for all modes, fleet and signage, customer service and accessibility (including compliance with the Americans with Disabilities Act [ADA]), and the agency's corporate facilities. Transportation Services is also responsible for regional transit system integration and coordination activities such as the Transit Integration Group (TIG). Following are highlights of 2006 work activities and initiatives. The department's objectives and action plans are detailed in the Agency Operations section of the budget.

2006 Highlights

Systemwide

- Delivery of safe, reliable, user-friendly, and cost-effective bus and rail services to our customers.
- Coordination of Transportation Services phase of agencywide performance measurement system.
- Completion and distribution of first regional system map.
- Support for implementation of Smart Card beta testing.

Operations

Tacoma Link

- Conduct maintenance and upgrades to light rail vehicles including seat re-upholstering and improved air conditioning.
- Installation of a video recording system for tracking train/automobile interactions.
- Improve safety railing in stations at front of train stopping position to alter pedestrian flow when train is in the station.

ST Express Bus

- Complete implementation of *Sound Move* ST Express bus network, including new Federal Way-Seattle Express (Route 577).
- Evaluation of the long-haul bus pilot program.

- Completion of engine transmission replacement work on the 1999 articulated bus fleet to reduce maintenance costs.

Sounder Commuter Rail

- Sounder for the first time will offer a full year of six round-trip trains: four from the South line and two from the North line.
- APTA Triennial Safety Audit will be conducted.
- Sounder will continue to offer event service to Mariner baseball and Seahawk football games. Additional capacity will be added to meet the demand for this popular service.

Central Link

- First light rail vehicle will arrive and be tested; test track will be completed.
- Construction of the Operations and Maintenance (O&M) facility will be completed. Staffing and equipping will begin.
- 2006 marks the beginning of the Central Link 36-month operational start-up period.
- Hiring of King County Metro rail section staff will begin.

Customer Service and Accessibility

- Completion and implementation of the Regional Special Needs Coordination Plan including the launch of the public information promotion of FindARide.org.
- Conduct annual Customer Service Satisfaction survey.
- Coordinate with transit partners on regional customer services including comment response, rider information and trip planning.

Facilities, Signage and Fleet

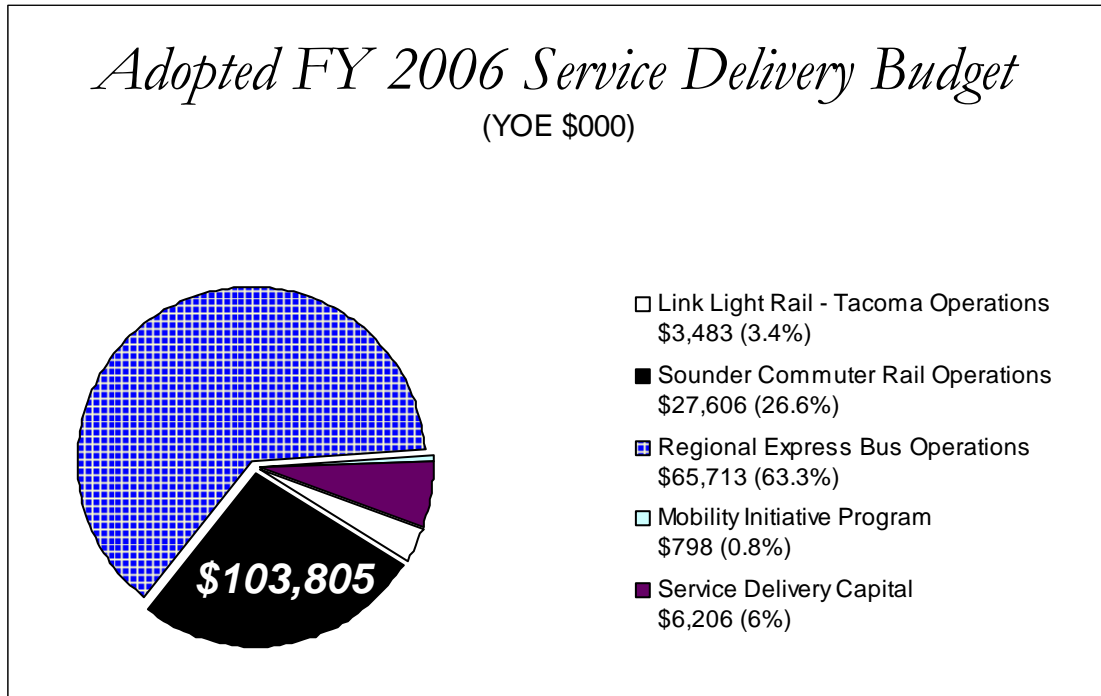
- Implementation of cost savings measures identified from using standards from the Building Owners and Managers Association as well as the International Facilities Management Association.
- Implementation of the facilities management program to help control maintenance costs and frequency of planned and preventative service at our sites.
- Transition of inter-agency maintenance agreements from Capital Projects to Facilities.

Service Planning and Development

- Implementation of efficiencies to improve system productivity and optimize use of resources.
- Coordination with the Office of Policy and Planning to identify potential ST 2 projects and services.
- Development and approval of annual Service Implementation Plan.
- Implementation of midday bus storage program.

2006 Budget Overview

The Transportation Services Adopted 2006 Budget is \$103.8 million, consisting of \$6.2 million for capital expenditures and \$97.6 million for transit operations. The Adopted 2006 rolling six-year forecast (2006-2011) for the Transportation Services program is \$873.4 million, consisting of \$59.5 million for capital expenditures and \$814 million for operations.



Changes in the Adopted 2006 Budget—Transportation Services Department

The only structural change to the Adopted 2006 budget is the separation of the Mobility Initiative Program (MIP) from the ST Express bus transit operations budget. Historically, the MIP has been charged to the ST Express bus operations, but as other modes have commenced operations and continue to expand, an increasing proportion of the MIP program was serving all three modes. In lieu of a paratransit obligation, Sound Transit has funded the MIP program to augment and coordinate regional accessibility and mobility. To be more consistent with other transit properties which report their paratransit or demand-response operations as a separate mode, Sound Transit has pulled these costs into a separate budget to more accurately compare modal costs.

Additionally, to reflect the fact that Sound Transit is now out of the start-up mode, the budget forecasts will no longer only report on a 1997-2009 basis but will also show a six-year rolling forecast of expenses for each mode. This treatment is more in line with other transit properties and provides a more accurate picture of ongoing operations.

Service Delivery Budget Summary

2006 Budget Summary

(in YOE \$000s)

Budget	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Operating Budget			
Tacoma Link	\$ 3,483	\$ 41,133	\$ 119,743
Sounder Commuter Rail	27,606	222,327	209,159
ST Express Bus	65,713	574,733	473,663
<i>Subtotal</i>	\$ 96,802	\$ 838,193	\$ 802,565
Mobility Initiative Program	798	5,012	5,307
<i>Subtotal</i>	\$ 97,600	\$ 843,204	\$ 807,872
Capital Budget	\$ 6,206	\$ 152,252	\$ 59,513
Total Budget	\$ 103,805	\$ 995,456	\$ 867,385

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2005.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Service Delivery Budget Summary

2006 Budget Summary by Subarea

(in YOE \$000s)

Subarea	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Operating Budget			
Snohomish County	\$ 13,940	\$ 116,422	\$ 106,075
North King County	\$ -	\$ 12,733	\$ 65,608
South King County	19,878	169,562	168,910
East King County	33,575	275,739	234,790
Pierce County	30,207	268,748	232,488
<i>Subtotal</i>	\$ 97,600	\$ 843,204	\$ 807,872
Capital Budget			
Snohomish County	\$ 3,674	\$ 19,443	\$ 9,319
South King County	1,352	\$ 14,348	9,168
East King County	510	\$ 61,131	13,118
Pierce County	670	\$ 57,330	27,908
<i>Subtotal</i>	\$ 6,206	\$ 152,252	\$ 59,513
Total Budget	\$ 103,805	\$ 995,456	\$ 867,385

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2005.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Agency Transit Operations Budget Summary

	2004 Actuals	Adopted 2005 Budget	2005 Actuals	Adopted 2006 Budget
SALARIES AND BENEFITS	1,196,213	1,712,666	1,669,828	1,790,594
SERVICES				
Marketing	316,856	657,490	357,954	643,193
Maintenance of vehicles and system equipment	4,790,793	7,270,285	7,537,581	8,207,161
Maintenance of stations	1,521,172	2,727,803	1,580,177	3,228,966
Transit Planning & Financial Services	115,703	314,000	235,254	20,410
Security and safety	1,791,349	1,916,873	1,721,974	2,568,675
Interlocal agreements	190,184	360,411	120,373	75,000
Management Services - TVMs	527,854	626,385	661,986	677,608
Mobility Initiative Program Services	320,944	823,893	497,844	741,993
Miscellaneous services	125,154	424,822	309,894	213,061
<i>Subtotal, Services</i>	9,700,008	15,121,963	13,023,037	16,376,067
MATERIALS & SUPPLIES	1,243,618	1,703,000	1,686,159	2,147,848
UTILITIES	416,552	479,290	461,671	460,699
INSURANCE	1,718,641	2,367,000	1,549,014	2,235,200
TAXES	263,981	222,497	322,804	293,089
PURCHASED TRANSPORTATION SERVICES	50,023,174	55,272,987	55,238,454	63,845,359
MISCELLANEOUS EXPENSES	989,692	710,146	642,185	635,708
LEASES & RENTALS	32,842	72,650	171,819	214,222
<i>Subtotal, Gross Transit Operations</i>	65,584,722	77,662,199	74,764,970	87,998,785
Transfer of agency admin.	5,394,442	5,516,511	5,873,915	6,154,966
Fully Allocated Transit Operations	70,979,164	83,178,710	80,638,885	94,153,751
Contingency	-	3,855,665	-	3,445,986
<i>Subtotal, Fully Allocated Transit Operations and Contingency</i>	70,979,164	87,034,375	80,638,885	97,599,737
Depreciation and amortization	19,940,090	21,400,600	32,504,871	31,226,572
TOTAL TRANSIT OPERATIONS	90,919,254	108,434,975	113,143,756	128,826,309
OPERATIONS FTEs	16.00	21.00	21.00	21.00

Link Light Rail

Tacoma Link Service and Operations Overview

Tacoma Link provides a 1.6-mile light rail passenger system through the heart of its downtown. From the Tacoma Dome Station on South 25th Street to the Theater District on Commerce Street, five unique stations with artwork to reflect the history and community of Tacoma greet Link passengers. Two trains operate Monday through Friday, every 10-minutes from 5:20 a.m. to 8:00 p.m., and Saturday from 8:00 a.m. to 10:00 p.m. Reduced service is offered on Sunday. A third train is available as a spare when maintenance is required. All vehicles, services and facilities are ADA compliant.

Since Tacoma Link began in August 2003, the average ridership has exceeded the projection of 2,000 passengers per weekday in 2010. Ridership now averages more than 2,900 per weekday. In 2006, 10,090 service hours will be delivered, the same amount as in 2005. The 2006 target for ridership is over 1 million total boardings and 2,777 per weekday. Additional service and performance data is provided in Appendix C.

Operations Overview

Sound Transit operates Tacoma Link light rail “in-house” out of the central Operations and Maintenance (O&M) facility in Tacoma. Staffing consists of 16 full-time employees, including one manager, seven light rail vehicle operators, three system technicians, four operations supervisors, and one support staff. The fleet consists of three single-car trains. Staff performs routine maintenance work eleven hours per day, seven days per week out of the maintenance workshops located at the Tacoma facility. Maintenance work for traction power, track work, signals, landscaping, and janitorial work is contracted out.

The Adopted 2006 rolling six-year forecast budget for the Link light rail program is \$119.7 million. The Adopted operating expenditures for 2006 are \$3.5 million.

Link Light Rail Budget			
Operating & Maintenance Budget by Subarea			
(in YOE \$000s)			
Subarea	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
North King County	\$ -	\$ 12,733	\$ 65,608
South King County	-	6,020	31,017
Pierce County	3,483	22,380	23,118
Total	\$ 3,483	\$ 41,133	\$ 119,743

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2005.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Changes in the 2006 Budget—Link Light Rail

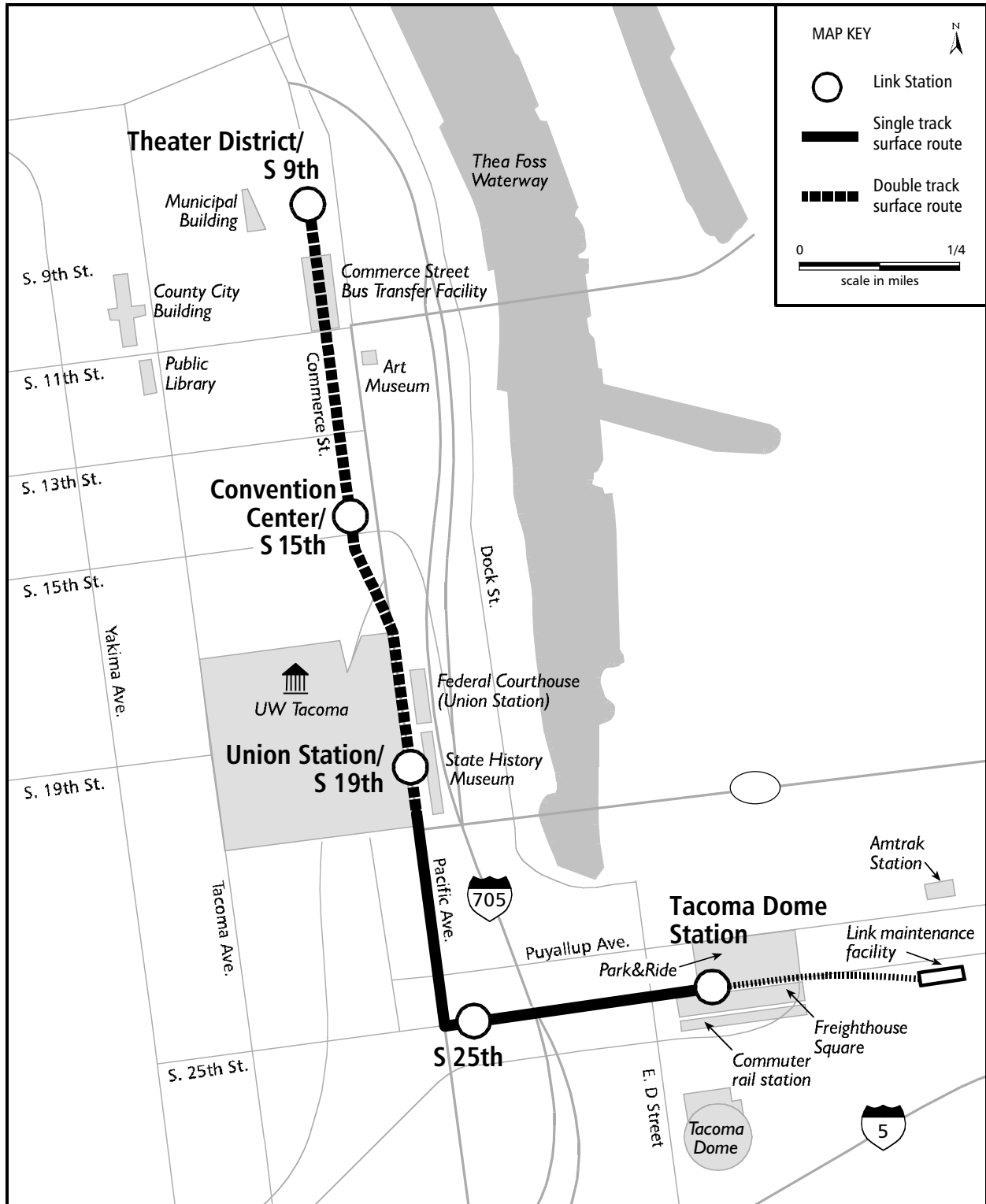
There were no significant changes to the Adopted 2006 budget for Tacoma Link light rail from 2005. The total transit operations budget increases from \$3.2 million in 2005 to \$3.5 million in 2006 (excluding depreciation). Costs are actually budgeted to decrease from the 2005 budget as we continue to apply our experience from directly operating this service and utilize cost containment measures to the greatest extent possible. At the same time, as the vehicles continue

to age, we expect to see maintenance costs increase, and materials and supplies increases reflect the purchase of additional parts to keep the vehicles in operation.

The 2006 budget marks the first year that cost projections for Central Link light rail are included in our five year cost projections, as operations are slated to begin on July 1, 2009. The costs that are included here are planning estimates only. Sound Transit and King County Metro, which will directly operate the Central Link light rail project, are continuing to refine the costs estimates for annual operations.

Cost estimates for Link operations are split between the North King and South King County subareas on the basis of the number of revenue vehicle miles operated in each subarea. These estimates will continue to be refined prior to the commencement of passenger service in 2009.

TACOMA LINK



Tacoma Link Light Rail Transit Operations Budget

	2004 Actuals	Adopted 2005 Budget	2005 Actuals	Adopted 2006 Budget
SALARIES AND BENEFITS¹	1,196,213	1,263,540	1,249,913	1,299,938
SERVICES				
Maintenance of Stations and Facilities ²	326,073	640,209	173,214	647,476
Maintenance of Vehicles ³	70,209	27,110	5,778	88,695
Security Services	203,999	174,300	238,065	319,587
Third Party Agreements ⁴	-	62,000	58,495	25,000
Marketing	91,517	157,525	25,833	75,630
Miscellaneous Services	1,083	-	14,801	25,631
Subtotal, Services	692,880	1,061,144	516,186	1,182,018
MATERIALS & SUPPLIES⁵	83,168	109,698	108,466	140,071
UTILITIES	86,793	93,240	104,624	109,934
INSURANCE	282,033	420,000	230,757	307,826
TAXES	447	-	469	-
MISCELLANEOUS EXPENSES⁶	12,484	25,195	26,505	73,300
LEASES AND RENTALS	4,354	-	98	4,000
Subtotal, Gross Transit Operations	2,358,373	2,972,817	2,237,018	3,117,086
Transfer of agency admin.	189,762	209,099	439,262	208,753
Fully Allocated Transit Operations	2,548,136	3,181,916	2,676,280	3,325,839
Contingency	-	174,684	-	157,126
Subtotal, Fully Allocated Transit Operations and Contingency	2,548,136	3,356,600	2,676,280	3,482,965
Depreciation and amortization	2,705,814	2,617,955	2,879,688	2,664,175
TOTAL TRANSIT OPERATIONS	5,253,949	5,974,555	5,555,968	6,147,141
OPERATIONS FTEs	16.00	16.00	16.00	16.00

Notes

- ¹ Includes Tacoma Link Operations Manager, 4 Supervisors, 7 Operators, 3 Vehicle Technicians and 1 Project Assistant.
- ² Includes maintenance of Operations and Maintenance Facility and Tacoma Link Stations.
- ³ Includes maintenance for vehicles, way, power and signals.
- ⁴ Includes paratransit and Tacoma Link share of Tacoma Dome Complex operations and maintenance.
- ⁵ Spare parts and consumables, including office supplies, copies, phones, radios, and tools.
- ⁶ Includes staff expenses, advertising and promotion media.

Sounder Commuter Rail

Service Description

Begun in September 2000, Sounder is the first commuter rail service to operate in the Puget Sound region in over 60 years. It began in the south with a commuter route from Tacoma to Seattle and expanded to another route from the north – Everett to Seattle – three years later. Sounder South line now runs four round trips daily. Sounder North line added a second round trip run in June 2005. There are nine Sounder commuter rail stations. Like Tacoma Link, all are unique and feature artwork reflective of the area. All have bus transportation connections located directly at the station.

Service runs Monday through Friday, except major holidays. Travel times between Tacoma and Seattle and between Everett and Seattle are both roughly 60 minutes. Event service for Mariners and Seahawks games as well as major concerts at the Tacoma Dome is also provided. Bus service schedules are typically synchronized to the train schedule. Access to Sounder commuter rail for people who use wheelchairs or other mobility aids is provided to one car per train by the use of a mini-high platform and bridge plate. All service, vehicles and facilities are ADA compliant.

South line ridership now averages more than 5,000 boardings per day; North line ridership averages more than 600 boardings per day. In 2006, more than 17,000 service hours will be delivered, up 22% over 2005. The 2006 target for ridership is 1.3 million boardings. Additional service and performance measure data is provided in Appendix C.

Operations Overview

Train operation is contracted to Burlington Northern Santa Fe Railway (BNSF) and fleet maintenance is contracted to Amtrak. Sound Transit oversees and manages these contracts. Sound Transit also manages contracts for Sounder's insurance, safety and security and station maintenance. BNSF provides train crews, including conductors and engineers, dispatching and track maintenance. The service is managed by the Transportation Services Department and BNSF supervisors who are co-located at Sound Transit offices. Staffing consists of 14 full-time BNSF staff for Sounder including six conductors, six engineers, one superintendent, and one operations manager. Sound Transit staff consists of the program manager, one operation and maintenance project manager, and one support staff.

Sounder operates on BNSF right-of-way and shares the 74 miles of track between Tacoma and Everett with BNSF freight trains and Amtrak passenger trains. The fleet consists of 11 locomotives, 18 cab cars and 40 coaches. Amtrak is responsible for heavy maintenance, light maintenance, and all cleaning. Surplus fleet due to service implementation delays are leased and provide revenue to the agency.

Adopted Budget—Sounder Commuter Rail

The Adopted 2006 rolling six-year forecast for the Sounder commuter rail program is \$209.2 million. The Adopted operating expenditures budget for 2006 is \$27.6 million.

Sounder Commuter Rail Budget			
Operating & Maintenance Budget by Subarea			
(in YOE \$000s)			
Subarea	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Snohomish County	\$ 5,681	\$ 36,892	44,499
South King County	12,013	\$ 96,464	78,568
Pierce County	9,912	\$ 88,971	86,092
Total	\$ 27,606	\$ 222,327	\$ 209,159

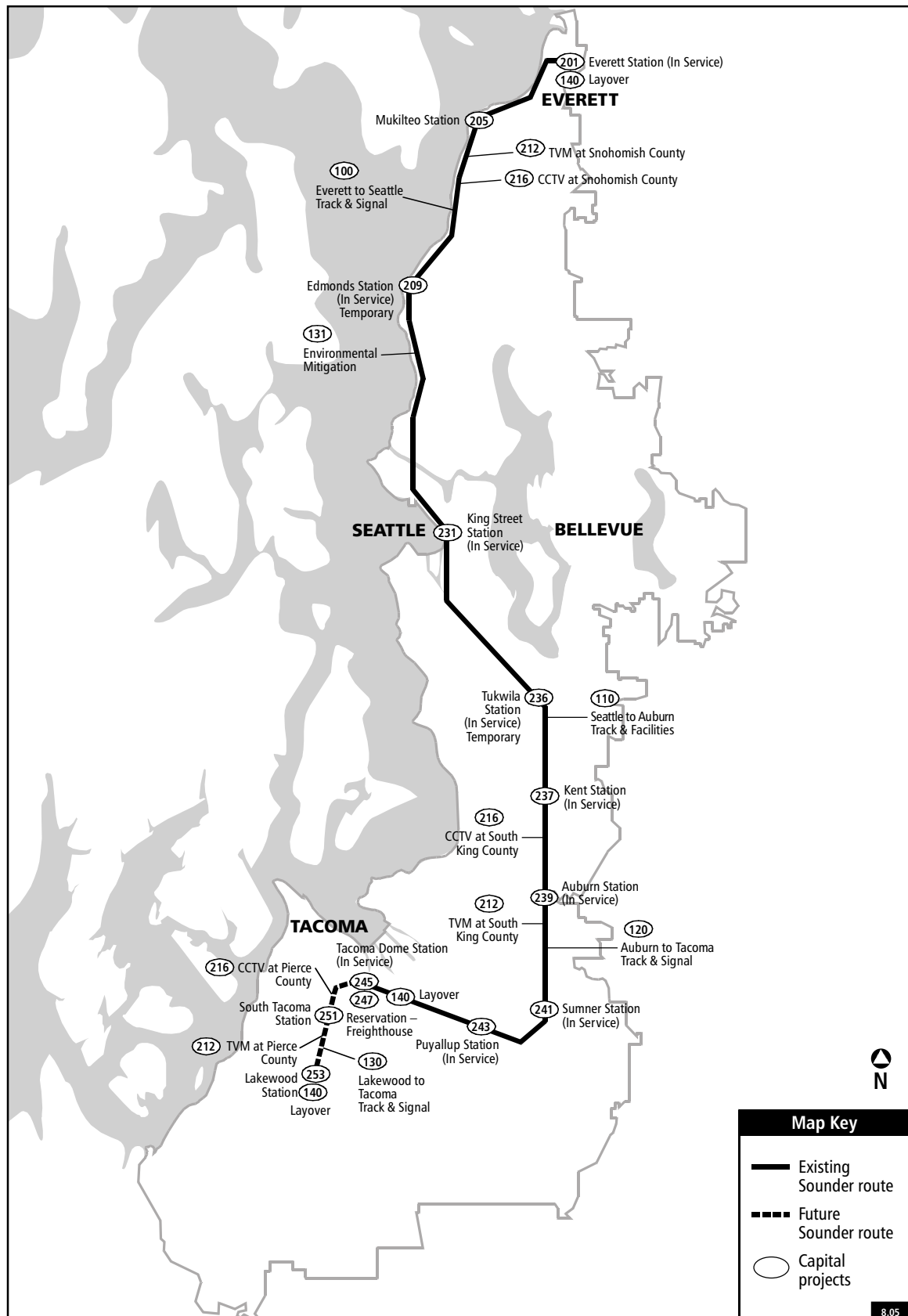
* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2005.

Changes in the 2006 Sounder Commuter Rail Budget

The changes from the Adopted 2005 budget to the Adopted 2006 budget are related to a full year of operations of the second North line train between Everett and Seattle. This second train was offered beginning in June of 2005. Costs for the second North line train are higher than for other Sounder service as based on the negotiated amounts for the Everett corridor service expansion with BNSF. As more train sets are put into operation the base rate for maintenance of the vehicles is expanded as well. However, other costs, such as marketing and ticket vending machines are not directly impacted by the increase in service, partly balancing the increases in unit costs for delivering the expanded service. The total transit operations budget increases from \$22.2 million in 2005 to \$27.6 million in 2006 (excluding depreciation).

SOUNDER COMMUTER RAIL



Sounder Commuter Rail Transit Operations Budget

	2004 Actuals	Adopted 2005 Budget	2005 Actuals	Adopted 2006 Budget
SALARIES AND BENEFITS¹	-	281,589	187,784	304,766
SERVICES				
Management Services - TVMs ²	527,854	626,385	661,986	677,608
Marketing ³	90,335	144,965	174,926	226,823
Maintenance of vehicles ⁴	4,260,774	6,372,873	7,191,815	7,868,466
Maintenance of stations ⁵	761,361	1,064,148	710,681	1,439,277
Security and safety ⁶	1,436,898	1,531,573	1,481,204	1,797,394
Miscellaneous services ⁷	45,974	215,322	248,008	101,430
Subtotal, Services	7,123,195	9,955,267	10,468,620	12,110,999
MATERIALS & SUPPLIES⁸	905,379	1,242,902	1,369,237	1,820,148
UTILITIES	241,205	324,708	281,888	272,693
INSURANCE⁹	1,415,145	1,922,000	1,295,309	1,903,611
TAXES¹⁰	45,229	-	57,891	61,447
PURCHASED TRANSPORTATION SERVICES¹¹	4,156,133	5,592,354	4,948,502	7,706,275
MISCELLANEOUS EXPENSES¹²	658,666	356,346	275,413	231,792
LEASES & RENTALS	28,488	65,650	67,918	145,776
Subtotal, Gross Transit Operations	14,573,440	19,740,816	18,952,562	24,557,506
Transfer of agency admin.	1,465,749	1,401,902	1,850,258	1,739,295
Fully Allocated Transit Operations	16,039,189	21,142,718	20,802,820	26,296,801
Contingency	-	1,023,960	-	1,309,375
Subtotal, Fully Allocated Transit Operations and Contingency	16,039,189	22,166,678	20,802,820	27,606,176
Depreciation and amortization *	7,200,104	12,743,191	17,482,732	14,680,633
TOTAL TRANSIT OPERATIONS	23,239,293	34,909,870	38,285,552	42,286,809
OPERATIONS FTEs	-	3.00	3.00	3.00

* - The amended 2005 budget for depreciation and amortization was \$12,743,191. This budget will be revised as the 2005 year-end is completed.

Notes

- ¹ Includes salaries and benefits for Sounder commuter rail operations staff. These costs were included in the staff operations budget prior to 2005. There is no net increase to FTE's.
- ² Includes maintenance and cash collection services for ticket vending machines, located at Sounder stations.
- ³ Marketing and advertising funds budgeted here will promote Sounder's name and unique services and benefits for both commuter and event service; includes customer assistance.
- ⁴ An agreement with Amtrak for fleet maintenance was approved by the Board in Resolution No. R99-10.
- ⁵ Includes seven stations in the Seattle-Tacoma segment, as well as Everett and Edmonds Station in the Everett-Seattle segment.
- ⁶ The security plan includes an agreement for private security and commissioned officers.
- ⁷ This includes vehicle consulting services and King County Metro customer service costs and emergency bus service.
- ⁸ Includes diesel fuel, lubricating oil and sand for the locomotives.
- ⁹ Includes insurance on rolling stock plus railroad liability/protective insurance, coverage of which increases as service is expanded.
- ¹⁰ Includes excise taxes on Sounder passenger fare revenue.
- ¹¹ Board Resolution No. R99-22 authorized the execution of an operating contract with the BNSF Railway for the operation of the Seattle-Tacoma commuter rail system, maintenance of right-of-way, and related trackage fees.
- ¹² Includes staff expenses, advertising and promotion media.
- ¹³ A "Quiet Room" budgeted here is part of safety precaution to ensure that train crews receive adequate rest before starting work, especially when split shift/reserve crews are involved. Also includes easement for Tukwila UPRR underpass.

ST Express Bus

Service Description

The ST Express bus system operates fast, frequent, two-way service connecting the major urban centers of Snohomish, King and Pierce counties. There are a total of 19 ST Express bus routes which provide links to local transit networks, other ST Express buses, commuter rail, light rail, ferries, Amtrak, and the Seattle-Tacoma International Airport. With the startup of new Route 577 between Federal Way and Seattle in February 2006, all of the express bus routes planned in *Sound Move* will have been implemented.

Additionally, service includes the many facilities and customer amenities provided by Sound Transit such as transit centers, park-and-ride lots, and multi-modal stations. With completion of capital projects such as HOV lanes, new freeway stations and park-and-ride facilities, most routes will operate 7 days per week, 18 hours per day and achieve the service levels outlined in *Sound Move*. All service, vehicles, and facilities are ADA compliant.

Approximately 580,000 service hours will be delivered in 2006, up 4% over 2005. Ridership now averages 29,393 boardings daily. The target for 2006 total ridership is 8.9 million boardings and more than 30,000 per day. Additional service and performance data is provided in Appendix C.

Operations Overview

As called for in *Sound Move*, operation of ST Express bus service is contracted to the local transit agencies of Community Transit, King County Metro Transit, and Pierce Transit. Community Transit operates four routes, which CT contracts to private operator First Transit. King County Metro operates eight routes and Pierce Transit operates seven routes. In 2005, King County Metro operated 50% of ST Express bus service, Pierce Transit operated 31% and Community Transit operated 19%. Across the agencies, the total number of operators for ST Express bus service totals 342. There are two full-time ST Express Division employees on staff: the division project manager and one support staff. The current fleet totals 226 buses, 40% of which are emission-friendly compressed natural gas or hybrid diesel-electric buses.

The Sound Transit ST Express bus division oversees and manages the service contracts. The key functions are the daily operations of Sound Transit bus routes and routine vehicle maintenance to keep the fleet in top operating condition. Overall, the scope of services includes operations, vehicle maintenance, security on buses, emergency service response, customer services, some route planning and scheduling, facilities maintenance for operating bases, and labor negotiations. The current service agreements are for a five-year term ending in 2009.

Service costs are reviewed, negotiated, and reconciled on an annual basis as defined in the service agreements. This process requires the transit partners to submit a three-year baseline cost estimate for Sound Transit's review and approval, usually in late October. By late fall, the cost for the upcoming year is negotiated and agreed to by the parties and cost estimates for subsequent years are updated.

Adopted Budget—ST Express Bus Program

The 2006 budget includes purchased transportation costs to operate ST Express bus service, marketing, maintenance of the vehicles and facilities, signage and accessibility investments, and a continuation of the Spot Improvement program, which partners with other jurisdictions to make targeted improvements to transit facilities in the region. The Adopted ST Express bus rolling six-year forecast calls for total operating expenditures of \$473.7 million. The Adopted 2006 Budget is \$65.7 million (excluding depreciation).

ST Express Bus Budget
Operating & Maintenance Budget by Subarea
(in YOE \$000s)

Subarea	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Snohomish County	\$ 8,135	\$ 78,707	\$ 60,684
South King County	7,775	66,498	58,704
East King County	33,193	273,449	232,321
Pierce County	16,610	156,079	121,954
Total	\$ 65,713	\$ 574,733	\$ 473,663

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2005.

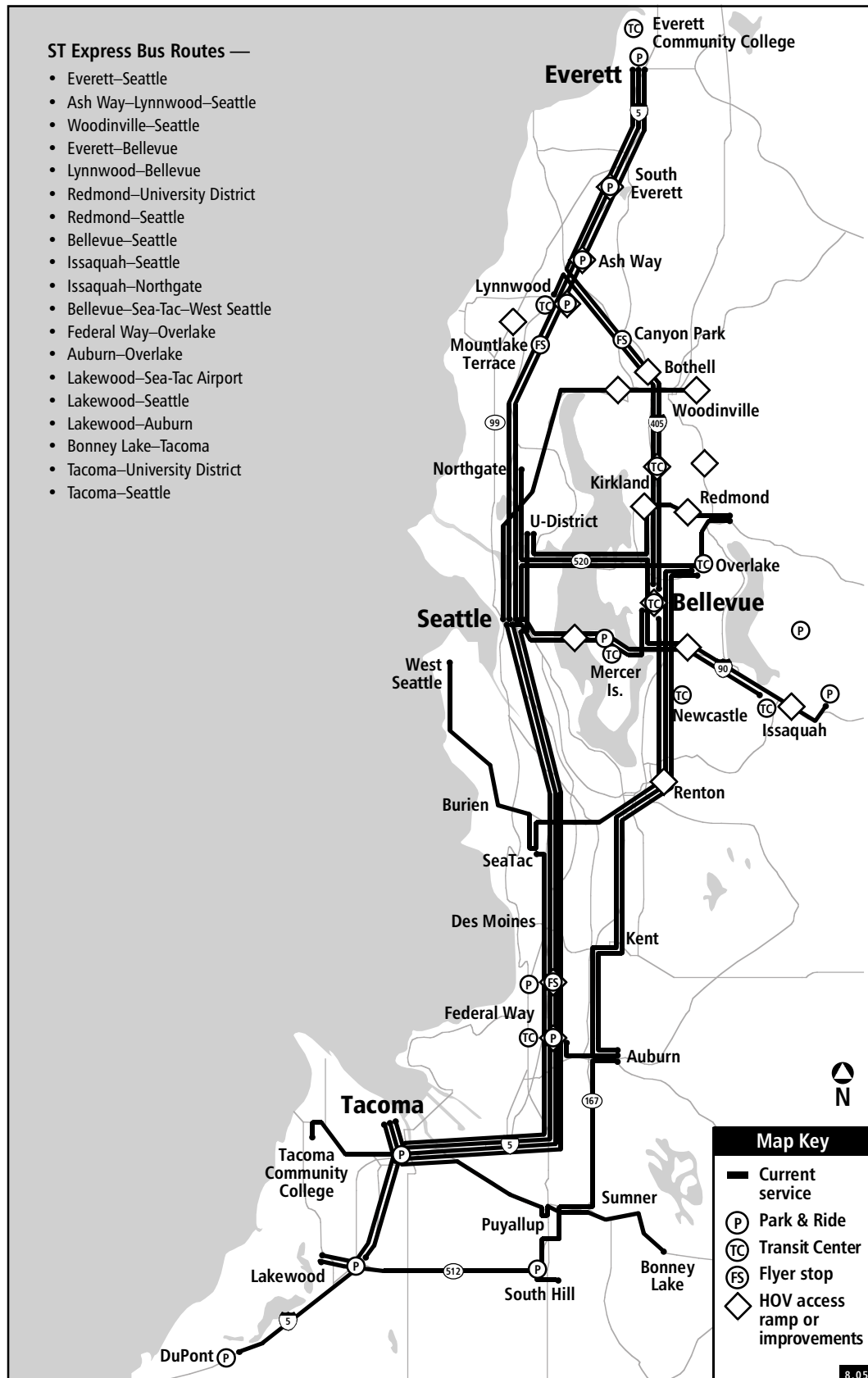
Changes in the 2006 Budget—ST Express Bus

As will be discussed below, the MIP has been pulled out of the ST Express Bus Transit Operations Budget and will be reported as a separate mode. As the MIP provides benefits for all three modes, this program will now be tracked as a separate entity. The numbers in this document have been restated to remove the MIP from both budget and actuals so as to provide a fair comparison from year to year.

With the changes discussed above, the budget for fully-allocated transit operations, including the allocated administrative costs, increased from \$58.0 million in the 2005 budget to \$65.7 million in the Adopted 2006 budget, an increase of \$7.7 million. Purchased transportation, which is the largest single element of the ST Express bus budget, is budgeted to increase by a total of \$5.8 million. This is due in part to increases in service, but also due to higher wages and benefit rates and soaring fuel costs. Aside from purchased transportation, all other items in the ST Express bus budget are projected to increase by just \$0.1 million. This is due to the nature of 2005 costs, which included a non-recurring Comprehensive Operations Analysis, costing \$0.3 million, as well as cost containment initiatives on facilities operations and maintenance costs and reduced interlocal agreement costs.

Increases are projected in security, driven mainly by the opening of the Federal Way Transit Center in February 2005, and in maintenance of the vehicles, caused by an engine remanufacturing project which will improve the efficiency and reliability of the ST Express fleet.

ST EXPRESS BUS



ST Express Bus Transit Operations Budget

	2004 Actuals	Adopted 2005 Budget	2005 Actuals	Adopted 2006 Budget
SALARIES AND BENEFITS¹	-	167,537	232,132	185,890
SERVICES				
Marketing services ²	136,170	325,000	157,194	340,740
Maintenance of vehicles ³	169,164	600,000	339,988	250,000
Maintenance of stations ⁴	724,385	1,398,159	696,282	1,142,213
Transit Planning & Financial Services ⁵	115,703	314,000	235,254	20,410
Security and safety ⁶	151,061	175,000	2,706	451,694
Interlocal agreements ⁷	189,574	250,000	61,877	50,000
Miscellaneous services ⁸	68,624	209,500	47,086	86,000
Subtotal, Services	1,554,681	3,271,659	1,540,387	2,341,057
MATERIALS & SUPPLIES⁹	251,067	346,000	205,956	183,216
UTILITIES	88,554	60,000	75,159	78,072
INSURANCE	21,463	25,000	22,948	23,763
TAXES¹⁰	218,305	222,497	264,444	231,642
PURCHASED TRANSPORTATION SERVICES¹¹	45,867,041	49,680,632	50,289,952	56,139,084
MISCELLANEOUS EXPENSES¹²	301,015	302,555	321,626	316,986
LEASES & RENTALS	-	7,000	103,803	64,446
Subtotal Gross Transit Operations	48,302,125	54,082,880	53,056,407	59,564,157
Transfer of agency admin.	3,738,931	3,905,510	3,584,395	4,206,918
Fully Allocated Transit Operations	52,041,056	57,988,390	56,640,801	63,771,075
Contingency	-	2,614,304	-	1,941,483
Subtotal Fully Allocated Transit Operations and Contingency	52,041,056	60,602,694	56,640,801	65,712,558
Depreciation and amortization	10,034,172	12,040,795	12,142,451	13,881,764
TOTAL TRANSIT OPERATIONS	62,075,228	72,643,490	68,783,253	79,594,322
OPERATIONS FTEs	-	2.00	2.00	2.00

Notes

¹ Includes salaries and benefits for ST Express bus operations staff (2 FTE). These costs were included in the staff operations budget prior to 2005. There is no net increase in FTE's.

² Projected costs for marketing services, including market research, Get Ready to Ride Guide.

³ Includes powertrain retrofits.

⁴ Includes Signage Maintenance and Spot Improvements.

⁵ Comprehensive Operations Analysis in 2005.

⁶ Includes the ST Express share of the Tacoma Dome Station agreement, security at Federal Way TC and other ST facilities.

⁷ Includes costs not covered by service agreements (outreach support, surveys, and technical assistance).

⁸ includes temp services, agreement auditing.

⁹ Spare parts for support of ST Express fleet.

¹⁰ Includes state excise taxes.

¹¹ Includes increase in service and inflation.

¹² Includes staff expenses, advertising and promotion media.

MOBILITY INITIATIVE PROGRAM

Program Description

In 1999 it was determined that Sound Transit did not have a complementary paratransit responsibility under the Americans with Disabilities Act (ADA) for ST Express bus or Sounder commuter rail service. However, a main tenet for Sound Transit is to improve mobility for all people in the Central Puget Sound region. To meet this objective the Mobility Initiative Program (MIP) was created by the Sound Transit board with the adoption of the 2001 Service Implementation Plan.

The MIP contains programs in five general areas:

- *Communications and Information:* The development, production, and distribution of a Regional Accessibility Transportation Guide and public information in Braille and other alternate forms of transit information.
- *Accessibility Training:* To provide experiential sensitivity training to Sound Transit staff, contractors, and partner agencies and travel training for seniors and people with disabilities.
- *Facility and Equipment Improvements:* To ensure Sound Transit services and facilities are compliant with ADA Accessibility Design Guidelines and state and local guidelines. Also to fund and manage improvements at existing facilities.
- *Accessibility Research:* To fund research and demonstration projects in ways to make Sound Transit services and facilities more accessible.
- *Special Needs Transportation:* To fund and develop a Regional Special Needs Transportation Coordination Plan (FindARide.org) and funding special needs transportation coalitions in Pierce, King and Snohomish counties.

Adopted Budget—Mobility Initiative Program

Mobility Initiative Program Operating & Maintenance Budget by Subarea (in YOE \$000s)			
Subarea	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Snohomish County	\$ 123	\$ 823	\$ 892
South King County	90	580	622
East King County	382	2,290	2,469
Pierce County	202	1,318	1,324
Total	\$ 798	\$ 5,012	\$ 5,307

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2005.

Changes in the 2006 Budget—Mobility Initiative Program

Prior to 2006, the MIP was included in the ST Express Bus Transit Operations budget. However, since the MIP benefits all three transit modes, the Adopted 2006 budget now shows the MIP as a separate program.

Mobility Initiative Program Budget

	2004 Actuals	Adopted 2005 Budget	2005 Actuals	Adopted 2006 Budget
SALARIES AND BENEFITS	-	-	-	-
Communication/ Information Program ¹	77,100	57,000	21,583	24,300
Accessibility Training ²	44,667	60,000	39,174	40,000
Facility/ Equipment Improvements ³	56,644	10,000	21,729	125,000
Accessibility Service Research ⁴	56,585	50,000	37,500	25,000
Consulting Services ⁵	28,340	-	3,656	70,000
Other Services ⁶	56,652	646,193	352,644	457,193
Printing/binding	956	700	716	500
SERVICES	320,944	823,893	477,002	741,993
MATERIALS & SUPPLIES⁷	4,004	4,400	692	4,413
MISCELLANEOUS EXPENSES⁸	17,527	26,050	15,430	13,630
Subtotal, Gross Transit Operations	342,474	854,343	493,124	760,036
Transfer of agency admin.	-	-	-	-
Fully Allocated Transit Operations	342,474	854,343	493,124	760,036
Contingency	-	42,717	-	38,002
Subtotal, Fully Allocated Transit Operations and Contingency	342,474	897,060	493,124	798,038
Depreciation and amortization	-	-	-	-
TOTAL TRANSIT OPERATIONS	342,474	897,060	493,124	798,038
OPERATIONS FTEs	-	-	-	-

Notes

- ¹ The development, production, and distribution of a Regional Accessibility Transportation Guide and public information in Braille and other alternate forms of transit information.
- ² Experiential Sensitivity training to Sound Transit staff, contractors and partner agencies and providing travel training for seniors and people with disabilities.
- ³ Reviewing Sound Transit services and facilities for compliance with ADA Accessibility Design Guidelines and state and local guidelines and funding and managing improvements at existing facilities.
- ⁴ Funding research and demonstration projects in ways to make Sound Transit services and facilities more accessible.
- ⁵ ADA on-call contract.
- ⁶ Funding and developing a Regional Special Needs Transportation Coordination Plan and FindARide.org and providing funding for special needs transportation coalitions in Pierce, King and Snohomish counties.
- ⁷ Includes small equipment and computers for MIP staff.
- ⁸ Includes travel and training, dues and memberships, and books and subscriptions.

TRANSPORTATION SERVICES CAPITAL BUDGET

The Transportation Services capital budget includes the capital purchases and projects associated with putting the service on the street and on the rails. Projects in the capital program include the on-going ST Express bus fleet procurement and major maintenance programs, funding for expansion of Sound Transit's bus fleet maintenance capacity, as needed, and major maintenance at the Tacoma Dome Station garage that Sound Transit has committed to support.

With the continued maturation of the agency, several new projects are adopted in the 2006 capital budget. Sound Transit has been in operations for more than five years. There are now several major capital maintenance needs that have been identified in the upcoming five-year planning cycle. One example is the need to begin replacing the aging ST Express bus fleet. Others reflect needs identified by the Facilities and Fleet Division which manages Sound Transit operational properties systemwide. This includes capital repairs needed at the Auburn parking garage. Additionally, at the King Street Station platform, new, reliable, energy-efficient lights will be installed that will result in major utility cost savings on an annual basis. Finally, the adopted budget contains a Small Works capital program to provide funding for small capital projects under \$100,000. This program will enable Sound Transit to address those needs expected to arise as operations continue to expand and facilities age.

Service Delivery Capital Budget Summary 2006 Budget Summary by Subarea (in YOE \$000s)			
Subarea	Adopted 2006 Budget	Adopted 1997-2009 Budget	6-year rolling forecast (2006-2011)
Snohomish County	\$ 3,674	\$ 19,443	\$ 9,319
South King County	1,352	14,348	9,168
East King County	510	61,131	13,118
Pierce County	670	57,330	27,908
Total	\$ 6,206	\$ 152,252	\$ 59,513

* The 6-year rolling forecast excludes expenditures from 1997-2005.

Transportation Services

Adopted 2006 Capital Outlays by Subarea

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	10,089	35	3,674	3,680	1,506	383	75	19,443
South King County	5,180	0	1,352	503	3,439	3,750	125	14,348
East King County	47,017	996	510	431	1,665	10,362	150	61,131
Pierce County	22,964	6,458	670	15,626	932	10,554	125	57,330
Transportation Services	85,250	7,489	6,206	20,240	7,543	25,050	475	152,252

Adopted 2006 Capital Outlays by Phase

Phase	1997-2004	2005	2006	2007	2008	2009	2010	Total
10 Agency Administration	983	0	7	0	0	1,276	0	2,266
20 Pre-Engineering/Env Review	0	7	0	0	0	0	0	7
40 ROW Acquisition and Permits	59	0	0	0	0	0	0	59
50 Construction	2,057	0	836	761	475	22,940	475	27,544
70 Vehicles	82,151	7,482	5,363	19,479	7,068	834	0	122,377
Transportation Services	85,250	7,489	6,206	20,240	7,543	25,050	475	152,252

Adopted 2006 Capital Outlays by Project

Project Number and Name	1997-2004	2005	2006	2007	2008	2009	2010	Total
261 Bus Maintenance Facility	2,119	7	0	0	0	23,741	0	25,867
290 ST Express Fleet Program	83,131	7,482	3,763	5,979	5,553	0	0	105,907
356 Tacoma Dome Station	0	0	0	311	0	0	0	311
701 ST Express Fleet Replacement Program	0	0	0	13,500	1,515	0	0	15,015
702 Sounder Fleet Program	0	0	1,600	0	0	834	0	2,434
740 Small Works Program	0	0	280	450	475	475	475	2,155
741 Auburn Bus Loop Concrete Replacement	0	0	421	0	0	0	0	421
742 King Street Station Platform Lighting	0	0	142	0	0	0	0	142
Transportation Services	85,250	7,489	6,206	20,240	7,543	25,050	475	152,252

Transportation Services

Project

261 Bus Maintenance Facility

Description

The bus maintenance facility budget contains funds for expansion of ST's fleet maintenance capacity.

Changes since 2005: Funding for future maintenance capacity projects has been moved to 2009. As near-term maintenance capacity investments may be identified, funding may be re-programmed to earlier years.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	25,867
2006 Adopted Budget (in YOES\$000)	25,867

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	2,007	0	0	0	0	0	0	2,007
South King County	10	0	0	0	0	3,380	0	3,390
East King County	102	0	0	0	0	10,212	0	10,314
Pierce County	0	7	0	0	0	10,148	0	10,155
Total	2,119	7	0	0	0	23,741	0	25,867

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	3	0	0	0	0	1,276	0	1,279
Pre-Engineering/Env Review	0	7	0	0	0	0	0	0
ROW Acquisition and Permits	59	0	0	0	0	0	0	59
Construction	2,057	0	0	0	0	22,465	0	24,529
Total	2,119	7	0	0	0	23,741	0	25,867

Transportation Services

Project

290 ST Express Fleet Program

Description

The budget for vehicles reflects capital costs for the acquisition and start-up of new ST Express buses. Buses are purchased by Sound Transit and then operated and maintained by the partner agencies. Sound Transit funds the acquisition costs of the fleet as well as major capital maintenance programs.

Activity anticipated in 2006 reflects additions to the ST Express fleet in Snohomish County, pending final development of the 2006 Service Implementation Plan and approval of the board.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	105,907
2006 Adopted Budget (in YOES\$000)	105,907

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	8,082	35	3,105	3,605	1,431	0	0	16,258
South King County	5,170	0	105	378	3,314	0	0	8,967
East King County	46,915	996	500	331	0	0	0	48,742
Pierce County	22,964	6,451	53	1,665	807	0	0	31,941
Total	83,131	7,482	3,763	5,979	5,553	0	0	105,907

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	980	0	0	0	0	0	0	980
Vehicles	82,151	7,482	3,763	5,979	5,553	0	0	104,927
Total	83,131	7,482	3,763	5,979	5,553	0	0	105,907

Transportation Services

Project

356 Tacoma Dome Station

Description

The Tacoma Dome Station project was completed in 2002. Per agreement, Sound Transit has maintained a capital budget for mid-life maintenance which may be necessary during the useful life of the facility.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	311
2006 Adopted Budget (in YOES\$000)	311

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	0	0	0	311	0	0	0	311
Total	0	0	0	311	0	0	0	311

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Construction	0	0	0	311	0	0	0	311
Total	0	0	0	311	0	0	0	311

Transportation Services

Project

701 ST Express Fleet Replacement Program

Description

This is a new project in the proposed 2006 budget. It is intended to detail the necessary bus replacement program for the ST Express fleet. This program is separate from the original bus procurement project (#290), which intended to fund the original acquisition of the ST Express fleet. This project plans for the replacement of that fleet.

Current assumptions include the replacement of 27 CNG buses in Pierce County with 27 high capacity 40-foot diesel buses. These buses were originally purchased used in 1999 and are nearing the end of their useful life. Assumed replacement cost is \$500,000 per bus. Actual cost and timing of these acquisitions will be determined upon completion of the 2006 Service Implementation Plan, which will include a fleet plan. Acquisition of the replacement fleet would only occur upon approval by the Sound Transit Board.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	15,015

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	0	0	0	0	0	0	0	0
South King County	0	0	0	0	0	0	0	0
East King County	0	0	0	0	1,515	0	0	1,515
Pierce County	0	0	0	13,500	0	0	0	13,500
Total	0	0	0	13,500	1,515	0	0	15,015

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Vehicles	0	0	0	13,500	1,515	0	0	15,015
Total	0	0	0	13,500	1,515	0	0	15,015

Transportation Services

Project

702 Sounder Fleet Program

Description

This project was to be created through a pending budget amendment in 2005, transferring \$1.6M in funds from the 2005 Sounder transit operations budget to pay for spare parts and improvements, which were subsequently determined to be capital expenses per Generally Accepted Accounting Principles (GAAP). Future funding is created by the transfer of \$834K from the vehicle phase of the Sounder track and signal projects in the Capital Projects Department budget. These funds will be set aside to pay for future capital projects on Sounder vehicles.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	2,434

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	0	0	464	0	0	308	0	772
South King County	0	0	624	0	0	245	0	869
Pierce County	0	0	512	0	0	281	0	793
Total	0	0	1,600	0	0	834	0	2,434

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Vehicles	0	0	1,600	0	0	834	0	2,434
Total	0	0	1,600	0	0	834	0	2,434

Transportation Services

Project

740 Small Works Program

Description

This project is being created to accumulate the projected costs of capital improvements to be performed at sites throughout the service area.

The 2006 portion of program is based on specifically identified needs, including an electrical and fire system upgrade at the Auburn Garage in South King County and LRV Safety Cameras in support of Tacoma Link operations in Pierce County. There are also provisions for items previously included in the ST Express Spot Improvement program. These include \$100K for shelter improvements at the SR-512 Park-and-Ride and \$100K for shelter improvements at the Ash Way Park-and-Ride. An additional \$20K has been set aside for unforeseen events.

The allocations in the subsequent years are based on number of sites maintained, age of facilities and amount of use.

Individual projects with a project cost not exceeding \$100,000 can be included in the Small Works project allocation. Once the project cost exceeds \$100,000 it must be specifically identified in the capital plan.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	2,155

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	0	0	105	75	75	75	75	405
South King County	0	0	60	125	125	125	125	560
East King County	0	0	10	100	150	150	150	560
Pierce County	0	0	105	150	125	125	125	630
Total	0	0	280	450	475	475	475	2,155

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Construction	0	0	280	450	475	475	475	2,155
Total	0	0	280	450	475	475	475	2,155

Transportation Services

Project

741 Auburn Bus Loop Concrete Replacement

Description

The concrete bus loop has eroded at Auburn Station. To reduce the long-term maintenance costs associated with this location, staff proposes to redo the entire concrete bus loop. Upon approval of a contract by the board, this project would be completed in the span of one month.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	421

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	0	0	421	0	0	0	0	421
Total	0	0	421	0	0	0	0	421

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Construction	0	0	421	0	0	0	0	421
Total	0	0	421	0	0	0	0	421

Transportation Services

Project

742 King Street Station Platform Lighting

Description

Lighting modifications involve retrofitting approximately 100 fixtures to provide more reliability, longer life, and same level of light. When complete, annual operations and maintenance costs, including utilities costs, will be reduced.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	142

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	0	0	142	0	0	0	0	142
Total	0	0	142	0	0	0	0	142

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	0	7	0	0	0	0	7
Construction	0	0	135	0	0	0	0	135
Total	0	0	142	0	0	0	0	142

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PROJECT DELIVERY

PROGRAM SUMMARY

The Link light rail, Sounder commuter rail, and Regional Express programs each have a 1997-2009 capital spending plan, including a project-by-project listing of capital outlays. These plans include the costs for building the initial Phase 1 *Sound Move* projects, plus any changes to *Sound Move* adopted by the board. A map illustrating these capital plans is included in each department's budget summary. Capital programs managed by corporate departments are listed with the managing department under the Agency Operations tab.

In accordance with agency budget policies, each capital project is assigned a baseline budget as adopted by the board. This budget reflects the cost estimate for a project when: 1) Preliminary Engineering has reached 30 percent, 2) key third party requirements are finalized, 3) right-of-way plans are established, 4) Record of Decision (ROD)/Finding of No Significant Impact (FONSI) has been issued, and 5) a single well-defined scope is to be advanced into final design. The individual capital budget pages reflect baseline budgets for those projects that have met the established baseline criteria.

Risk Assessments

The Adopted 2006 Budget also contains risk assessments for active capital projects. These assessments identify project risk factors that have potential scope, budget, and schedule implications. In some cases, a great deal is known about the project scope, location and community expectations, and the public process for permitting and local jurisdictional participation is advanced. However, other projects are earlier in the planning stages, and environmental factors, community input, engineering modifications, or other changes could substantially alter the scheduled outlay of funds.

Budget Risk

- *Status*: Current status of project, including conceptual engineering (CE), preliminary engineering/environmental design (PE/ED), final design (FD), start-up, construction (CO), and not initiated.
- *Type of budget estimate*: Identifies the type of budget estimate that is currently being used for the project. These include: allocation ("round number" project budgets agreed upon by stakeholders during the development of *Sound Move*), planning (preliminary conceptual estimate developed for specific sites based on limited project information), conceptual engineering, scoping (estimate based on itemized right-of-way and construction costs on an estimated unit price), PE/ED (estimate based on preliminary engineering/environmental design), and construction (estimate based on full design drawings, specifications, and known unit prices).
- *Budget risk level*: Overall risk level for project, classified as high, medium, or low.
- *Right-of-way costs*: A check mark indicates those projects with potential for higher than budgeted right-of-way costs.
- *Scope Escalation /Change*: A check mark indicates those projects that may not be able to absorb additional costs and changes desired by all parties.
- *Design and Environmental regulations*: A check mark indicates those projects with outstanding unresolved issues related to design or environmental requirements.
- *Unexpected Finding During Engineering*: A check mark indicates those projects which had an unexpected issue arise related to engineering.

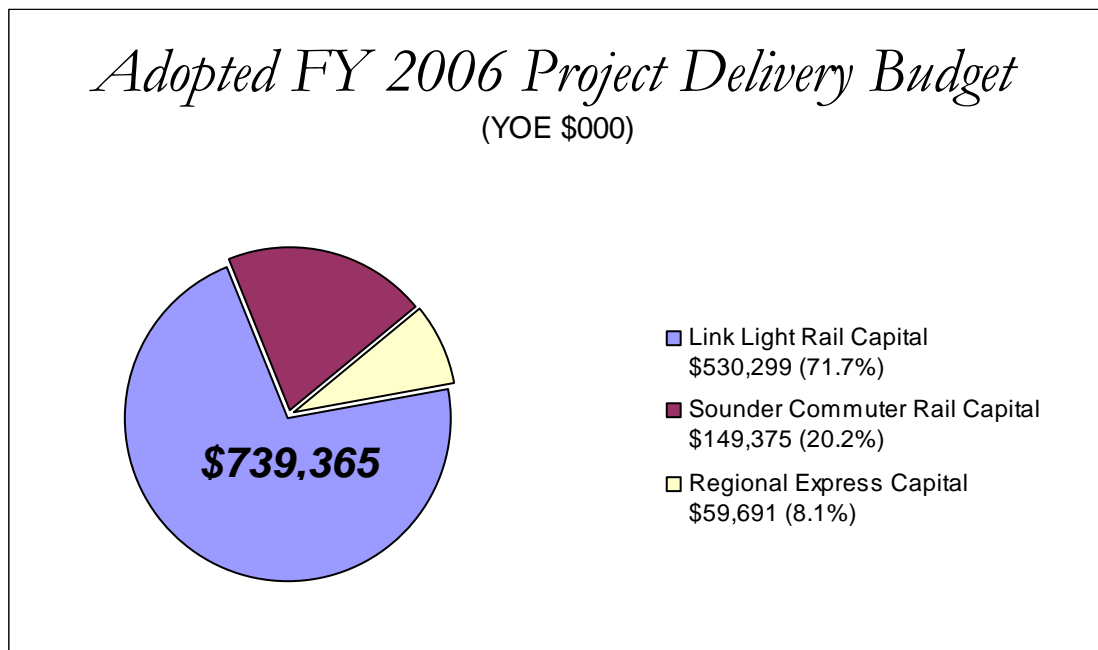
- *Limited Budget Basis:* A check mark indicates those projects which are currently only developed to a conceptual level.
- *Shared Project Funding:* A check mark indicates those projects which rely, not only on Sound Transit funding, but also on outside party funding for a portion of the project.
- *Utilities Relocation:* A check mark indicates those projects that have undefined utility relocation issues.
- *Project Location:* A check mark indicates those projects which have unresolved location issues.
- *Coordination:* A check mark indicates those projects with community issues or conflicts and difficult project interfaces with other parties.

Schedule Risk

- *Risk level:* Overall risk level for project, classified as high, medium or low, depending on the nature and complexity of the issues related to the project.
- *2005 Budget schedule:* The schedule for start of service in the Adopted 2005 Budget.
- *2006 Budget schedule:* The schedule for start of service in the Adopted 2006 Budget.

Spending the 2006 Capital Budget

Excluding \$36.8 million in capitalized interest, Sound Transit anticipates spending approximately \$739.4 million in capital outlays in 2006 for the three project delivery programs. This budget is the result of a detailed estimate of the amount the agency will spend on each capital project by phase (design, construction, right-of-way, etc.).



The Adopted 2006 Budget also contains Sound Transit's capital spending plan (1997-2009) with detailed expenses on capital assets for each project in Phase 1 of *Sound Move*. The major elements of this capital spending are discussed below.

Project Delivery		
2006 Capital Budget Summary		
	Adopted 2006 Budget	Adopted 1997-2009 Budget
Link light rail	\$ 530,299,231	\$ 2,692,316,000
Sounder commuter rail	149,374,744	1,226,976,328
Regional Express bus	59,691,282	811,146,390
Total	\$ 739,365,257	\$ 4,730,438,718

Included within this chapter is:

- **Link light rail**, consisting of \$ \$530.3 million in capital outlays in 2006 and \$2.69 billion in the total lifetime capital spending plan.
- **Sounder commuter rail**, consisting of \$149.4 million in capital outlays in 2006 and a total lifetime capital spending plan of \$1.23 billion.
- **Regional Express**, consisting of \$59.7 million in capital outlays in 2006, and a total lifetime capital spending plan of \$811.2 million.

LINK LIGHT RAIL PROGRAM SUMMARY

Light rail is part of a regional high-capacity transit network that was approved by Puget Sound voters in 1996. It includes a 24-mile Central Link system connecting Seattle, Tukwila, and SeaTac. Downtown Tacoma is served by a 1.6-mile Tacoma Link light rail line. This transportation investment will provide a stepping stone for expansion. The long-range vision involves light rail lines linking Everett, Seattle, Tacoma, and Bellevue—the four Puget Sound regional centers.

Central Link light rail will create a new transportation corridor where it is needed most—in the major population and employment centers where existing roads and bus services are already at capacity during peak travel times.

The adopted Initial Segment will extend from the Tukwila International Boulevard Station in Tukwila and move through Tukwila and Rainier Valley on elevated and street-level tracks. It will pass through Beacon Hill in a tunnel and emerge south of downtown Seattle. It will then continue north alongside the existing E-3 Busway and into the Downtown Seattle Transit Tunnel to Westlake Station. A stub tunnel will extend under Pine Street. Buses and rail will operate jointly in the downtown tunnel. The Initial Segment is scheduled to start revenue service in the summer of 2009.

The adopted Airport Link project will connect the Tukwila International Boulevard Station in Tukwila on elevated and at-grade tracks into the city of SeaTac to a light rail station at the main terminal of Sea-Tac International Airport. Airport Link is scheduled to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.

North of downtown Seattle, the current adopted North Link project route will enter a new tunnel under Capitol Hill and under Portage Bay to the University District. In September 2001, the board approved the North Link Supplemental Environmental Impact Statement and design effort to reconsider routes between downtown Seattle and Northgate. In 2004, the Sound Transit Board

identified a new preferred alternative for the North Link project and, in 2005, selected a tunnel station and alignment in the Roosevelt neighborhood. In July 2005, the Sound Transit Board modified the originally preferred alignment to delete the First Hill Station because of risks identified with the construction of that station. The Supplemental FEIS is scheduled to be completed and the board given the opportunity to select a final North Link project in late 2006.

Tacoma Link opened on August 22, 2003, and connects downtown Tacoma with a regional transit center at the Tacoma Dome Station. Riders can transfer to Sounder commuter rail, ST Express regional buses, or local Pierce Transit buses. Five stations along the line serve major city destinations such as the theater district, history museum, University of Washington branch campus, and the commercial core.

The Route and Stations

Central Link

Seattle's unique topography and environmental constraints are among the reasons light rail was chosen as the best option to meet the region's transportation needs. Seattle's topography requires that a transit system be capable of running in tunnels, along hills, and on elevated tracks as well as at street level. Of the 14-mile Initial Segment, 2.5 miles consist of existing and new tunnels. Five miles are elevated and 6.5 miles are at-grade. When Central Link is completed, light rail trains will offer generations of passengers a congestion-free alternative to driving, with service to a number of destinations, including colleges, hospitals, employment centers and Sea-Tac Airport.

Central Link's Final Environmental Impact Statement was completed and published in fall 1999. The Sound Transit Board adopted a Locally Preferred Alternative for the route between SeaTac and the University District in November 1999. In September 2001, the board directed staff to work with the community to develop alternative alignments north of downtown. In November 2001, the board selected an initial segment to be constructed from downtown Seattle to South 154th Street in Tukwila, with a bus shuttle connecting to Sea-Tac Airport. The board also directed staff to examine alternative options to connect with the airport, and in 2004, Sound Transit reached agreement with the Port of Seattle and City of SeaTac on an alignment reaching the airport by 2009. Sound Transit is working with neighborhoods, architects, artists and cities to make sure the light rail system and stations along the Central Link line are important assets to each community.

The Initial Segment, North Link, Airport Link, and Tacoma Link are discussed below.

Initial Segment

Downtown Seattle to South Downtown

The Initial Segment will start in a new cut-and-cover tunnel under Pine Street and travel through the Downtown Seattle Transit Tunnel utilizing existing stations at Westlake, University Street, Pioneer Square, and the International District. Light rail and bus service will operate jointly within the Downtown Seattle Transit Tunnel. The Convention Place Station is not currently planned as a rail station but will continue to serve bus passengers.

From the International District Station, the route will extend south along the east side of the Metro E-3 Busway to the Stadium Station south of Royal Brougham Way, continuing to the SODO Station north of Lander Street. After crossing Lander Street at-grade, it transitions to elevated track before turning east. It will travel on the elevated tracks along the south side of Forest Street and cross over Airport Way. An operations and maintenance facility is being constructed south of South Forest Street and west of Airport Way on site of the old Rainier bottling plant south of downtown Seattle.

Beacon Hill

The light rail route will enter Beacon Hill in a tunnel that will start under Interstate 5 and continue approximately one mile to the east where it will emerge at McClellan Street and 25th Avenue. The deep subway Beacon Hill Station, with elevator access only, will be located at the intersection of Lander Street and Beacon Avenue.

Rainier Valley

The light rail route will emerge from the Beacon Hill tunnel to an elevated station at South McClellan Street. The route will continue on elevated tracks to South Walden Street, and then run at street level in a center median of Martin Luther King Jr. Way South to a point just north of the Boeing Access Road.

The Mount Baker Station at McClellan and the at-grade Columbia City Station, Othello Station, and Rainier Beach Station will benefit Rainier Valley neighborhoods, including Beacon Hill, Mount Baker, Rainier Vista, Columbia City, Brighton, New Holly Park, Dunlap, and Rainier Beach.

Tukwila

In November 1999, the Sound Transit Board adopted a light rail route through Tukwila. In November 2001, the board adopted a different route, the Tukwila Freeway Route, which was recommended by the City of Tukwila. It will run from Boeing Access Road on elevated tracks along the west side of East Marginal Way, crossing over the Duwamish River and State Route 599. The route will continue in a combination of elevated tracks and tracks notched into the hillside on the west side of State Route 599, then along the west side of Interstate 5. Near South 151st Street, the route will turn west on elevated tracks along the north of State Route 518 to the Tukwila International Boulevard Station and park-and-ride lot at South 154th Street. A bus shuttle will provide a direct connection with Sea-Tac Airport until light rail service is extended to the airport (see Airport Link section below).

North Link

When the board selected the Initial Segment for design and construction, it also initiated a process for developing a North Link Supplemental Environmental Impact Statement and design effort to reconsider routes between downtown Seattle and Northgate. The North Link Draft Supplemental EIS was completed in November 2003 and a preferred alignment was identified in May 2004. Preliminary engineering on the preferred route started in 2004 and was completed in early 2005. In July 2005, the Sound Transit Board modified the preferred alignment to delete the First Hill Station because of risks identified with the construction of that station. At the same time the board identified the University Link segment (downtown Seattle to Husky Stadium) as the preferred segment of North Link for purposes of the final supplemental EIS and for obtaining a New Starts rating from the Federal Transit Administration (FTA). In August, Sound Transit submitted both the New Starts information required to be rated and requested PE authority from the FTA for the University Link segment. In December the FTA granted Sound Transit's request to enter preliminary engineering on the University Link project and provided the project an overall rating of "high," the highest rating possible rating under the Section 5309 New Starts criteria. The North Link Final SEIS is scheduled for publication in April 2006, after which the Sound Transit Board is expected to select the project to be built.

Sound Move calls for extending light rail to the Northgate area as soon as possible, subject to available funding. Starting near the Northgate Transit Center, the planned light rail route runs south along Interstate 5 at roughly the same level as the freeway. At Northeast 76th Street, the route tunnels under the Lake City Way ramps to a tunnel station in Roosevelt, and then continues underground to Northeast 45th Street and Brooklyn Avenue, and onto Husky Stadium via a tunnel under the University of Washington campus.

Airport Link

In the Locally Preferred Alignment adopted in November 1999, light rail would run on elevated tracks west of Washington Memorial Park to an airport station connecting with the previously adopted North End Airport Terminal. The route would then continue south to a station and park-and-ride lot at South 200th Street. The North End Airport Terminal project has been canceled by the Port of Seattle and alternative expansion plans for airport facilities are under development.

In January 2003, the Port of Seattle and Sound Transit entered into an agreement that established a general location for the light rail route and station serving the airport as well as a schedule for completing the project. In late 2004, Sound Transit, the Port of Seattle, and the City of SeaTac reached agreement on a preferred LRT extension to the airport terminal.

The Airport Link Environmental Assessment/SEPA Addendum (EA) was released on May 26, 2005. The EA is an update to the Central Link Final Environmental Impact Statement (EIS) issued in November 1999 and the Tukwila Freeway Route Supplemental EIS issued in November 2001. In July 2005, the Sound Transit Board selected the Airport Link alignment and station locations to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009. Airport Link route will extend the adopted alignment for the Initial Segment from South 154th Street to South 200th Street. The portion to be constructed and in operation by 2009 would continue south from the Tukwila International Boulevard Station on an elevated structure, cross above SR-518, transition to grade north of the South 160th Street bridge, and continue south in the median of the realigned North Airport Expressway. The alignment would cross above South 170th Street and continue on an elevated structure to a light rail station at the main terminal of Sea-Tac International Airport (the Airport) and via a pedestrian overpass to a passenger drop-off facility located on the east side of International Boulevard in the city of SeaTac.

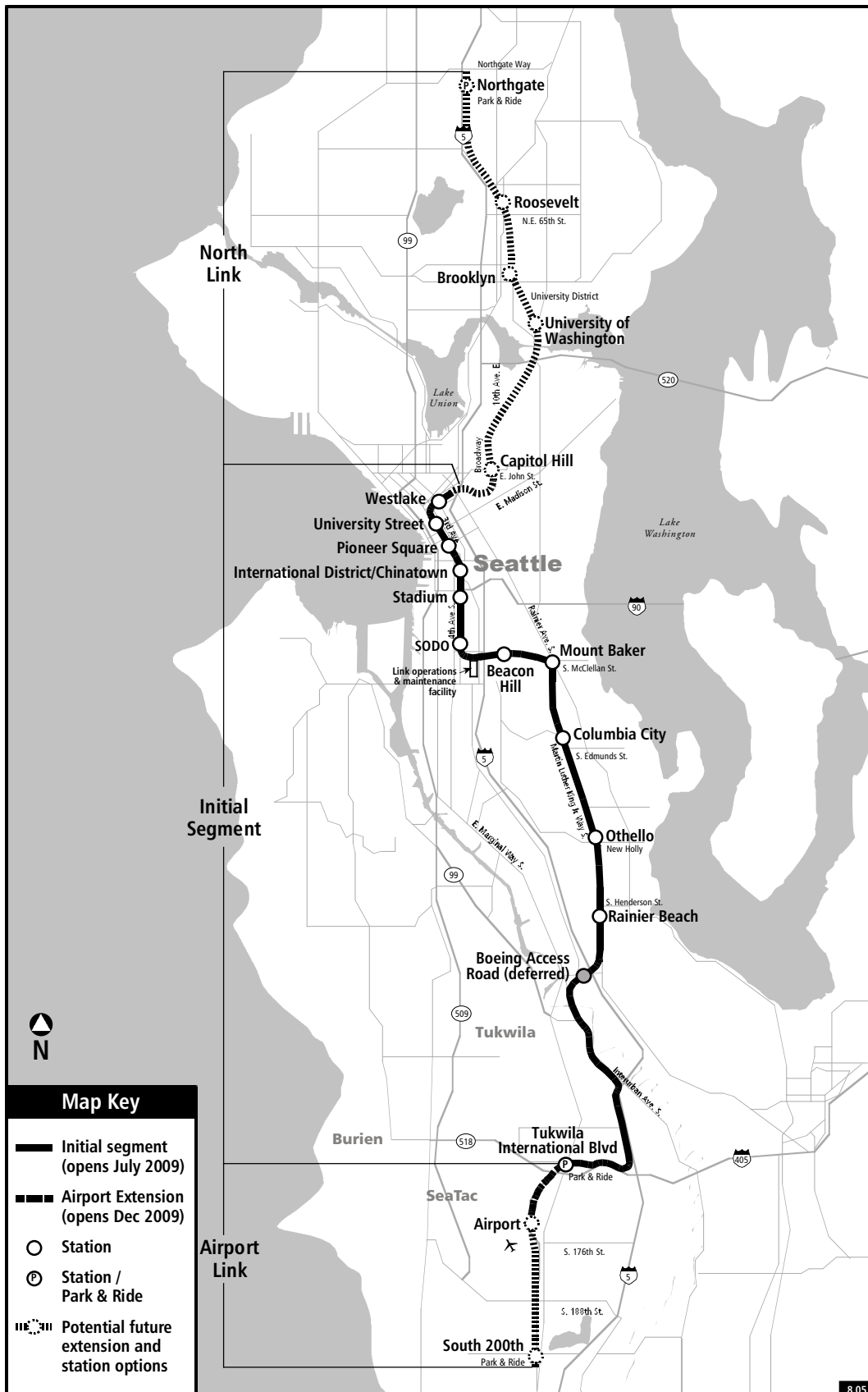
Preliminary engineering for Airport Link between Tukwila International Boulevard and the station at the Airport is currently underway. Final design was started in September after FTA published the Record of Decision on the entire Airport Link alignment on September 13, 2005.

Tacoma Link

Tacoma Link is a 1.6-mile line that connects downtown Tacoma and the Tacoma Dome Station. The route is essentially L-shaped, extending south from South Ninth Street along Commerce Street. It then transitions over to Pacific Avenue near South 17th Street, and continues south. At South 25th Street, the route turns east to the Tacoma Dome Station. The line is a double track from South Ninth Street to a point just south of South Union Station/South 19th Station on Pacific Avenue. There it becomes a single track to the Tacoma Dome Station.

Five stations along the line serve major city destinations: 1) Theater District/South Ninth Station, 2) Convention Place/South 15th Station, 3) Union Station/South 19th Station, 4) South 25th Station, and 5) the Tacoma Dome Station. They serve city destinations that include the theater district, history museum, University of Washington Branch Campus, and the commercial core. A light rail operations and maintenance facility has been constructed near the Tacoma Dome Station, where light rail vehicles are serviced and stored at night.

CENTRAL LINK



Link 2006 Activities

The primary Central Link activity in 2006 will be continuing construction of the entire 14-mile Initial Segment, from downtown Seattle to Tukwila. Other activity will include finalizing and publishing the North Link Supplemental Environmental Impact Statement, obtaining board adoption of the North Link project to be constructed, and beginning final design. Final design for Airport Link will be completed in 2006, and construction is planned to begin by the end of 2006.

Civil and Systems Engineering tasks will include: a) necessary support of construction contracts, b) coordinating with partner cities to address utilities, traffic circulation, and other design issues, and c) advancing civil final design for North Link. Systems Engineering tasks will further include: a) management of contracts for light rail vehicle, signals, communications, and traction power, b) providing systems engineering design support for civil line section construction, and c) beginning systems final design for North Link.

Community Outreach staff will inform the public about light rail project plans, designs, and construction details. They will work closely with affected communities to address concerns and potential project impacts.

Project Control staff will continue to report up-to-date information on cost, schedule, and scope of all Link projects to support project decision making and help assess project performance. During the ongoing construction of the Initial Segment, continued focus will be placed on the configuration management process. This will assure that construction changes are effectively managed and coordinated. For the North Link project, the Project Control effort will focus on the refinement of cost estimates and schedules. The Project Control effort for the Airport Link project will focus on the continued coordination of schedules with the Port of Seattle and the updating of cost estimates during final design.

Project Development staff will continue to facilitate the project's design development by coordinating with all Link divisions and project partners. They will support the board's decision-making process by providing materials and briefings. The division will also manage the North Link and Airport Link projects. Finally, Project Development staff will support federal communications and reporting, and negotiate and manage third-party agreements.

The Environmental Division staff will continue to track the required mitigation measures and compile the quarterly reports for the Federal Transit Administration and implement wetland and historic mitigation measures for the Initial Segment. They will complete the environmental process as needed for the North Link Supplemental Environmental Impact Statement. For Airport Link, staff will produce any additional required environmental documentation, participate as needed for permitting and begin tracking identified measures.

Link Capital Plan

The Adopted 2006 lifetime budget of \$2.69 billion for the Link Program contains the following four capital project budgets: 1) \$80.4 million for Tacoma Link which is complete, 2) \$243.6 million for Airport Link, 3) \$2.2 billion for the Initial Segment, which includes a program reserve of \$128 million and, 4) \$170 million for North Link, which includes historic costs associated with the previous work in this corridor.

The Adopted 2006 Budget for Link contains annual expenditures in the amount of \$530.3 million. The majority of these expenditures—just over \$375.9 million—is associated with the continued construction activity for the Initial Segment. Active construction will span the entire 14-mile Initial Segment corridor between South 154th Street in Tukwila and downtown Seattle. This includes continued construction of the maintenance facility. Light rail vehicle manufacturing and procurement of systems elements such as the communications, power supply, and signaling systems will continue in 2006.

North Link annual expenditures in 2006 are projected to be \$22.9 million. The majority of these expenditures is to complete final design of the North Link project from Convention Place Station to a station at the University of Washington's Husky Stadium. Remaining expenditures are associated with ongoing preliminary engineering and related activities for the project extending from Husky Stadium to Northgate.

Airport Link annual expenditures are projected at \$32 million, which encompasses preliminary engineering and final design along the entire alignment, and the start of construction on the northern portion.

Contract close-out for Tacoma Link is expected in May 2006.

Changes in the Adopted 2006 Budget

Project Changes

The adopted 2006 lifetime budget includes an increase to the North Link – 45th Street to Convention Place Station Project for final design of the preferred alternative, which includes a station at the University of Washington.

The adopted 2005 lifetime budget was amended by resolution of the Sound Transit Board in July 2005 to select the portion of Airport Link from the Tukwila International Boulevard Station to Sea-Tac Airport to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.

Budget Changes

The adopted 2006 lifetime budget (1997–2009) for the Link Program includes the July 2005 amendment to the Adopted 2005 Budget to construct Airport Link from Tukwila to Sea-Tac Airport in the amount of \$225 million, for a revised total project amount of \$243.6 million. It also increases the budget for the North Link – 45th Street to Convention Place Station project by \$60 million for final design of the preferred alternative, for a revised total project amount of \$161 million.

Schedule Changes

The project schedule for the Initial Segment is unmodified and revenue service remains scheduled for July 2009. The critical path of the Initial Segment construction is determined by the ongoing construction of the Beacon Hill tunnel.

The project schedule adopted for North Link – 45th Street to Convention Place Station would extend preliminary engineering into 2006, and extend final design of the preferred alternative to 2008.

The schedule for Airport Link, to be constructed and operated as part of the Central Link Light Rail Project, was extended to the end of 2009 by board resolution in July 2005.

Baseline Budgets and Schedules

The Adopted 2006 Budget includes baseline budgets and schedules for the following projects, which have completed the criteria established for setting project baselines:

1. Central Link Initial Segment: baseline capital budget of \$2.07 billion and scheduled project completion in July 2009.
2. Tacoma Link: baseline budget of \$80.4 million. Revenue service began in August 2003.
3. Airport Link: baseline budget of \$243.6 million and scheduled project completion in December 2009.

Link Light Rail

Adopted 2006 Capital Outlays by Subarea

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
North King County	521,303	296,509	345,514	313,088	199,414	72,467	0	1,748,294
South King County	90,598	103,764	184,785	264,805	166,818	52,836	0	863,606
Pierce County	75,823	724	0	3,869	0	0	0	80,416
Link Light Rail	687,724	400,997	530,299	581,762	366,231	125,302	0	2,692,316

Adopted 2006 Capital Outlays by Phase

Phase	1997-2004	2005	2006	2007	2008	2009	2010	Total
10 Agency Administration	69,327	35,583	43,879	34,688	23,243	35,643	0	242,364
20 Pre-Engineering/Env Review	73,785	6,181	2,169	1,412	694	296	0	84,538
30 Final Design and Specification	131,142	12,801	25,374	38,848	15,015	1,572	0	224,752
40 ROW Acquisition and Permits	202,259	14,147	32,213	24,254	8,840	1,573	0	283,287
50 Construction	160,693	269,888	360,079	360,237	197,018	33,197	0	1,381,113
52 Construction Services	10,643	21,048	22,015	25,692	15,651	2,327	0	97,375
60 Procurement	0	0	0	0	0	0	0	0
65 Third Parties	24,726	15,906	10,223	9,309	9,751	2,526	0	72,441
70 Vehicles	14,715	25,443	33,170	39,188	42,466	2,900	0	157,882
80 System Testing and Startup	434	0	0	0	0	0	0	434
90 Contingency	0	0	1,177	48,136	53,552	45,267	0	148,131
Link Light Rail	687,724	400,997	530,299	581,762	366,231	125,302	0	2,692,316

Adopted 2006 Capital Outlays by Project

Project Number and Name	1997-2004	2005	2006	2007	2008	2009	2010	Total
100 Northgate to 45th	5,243	1,010	2,213	534	0	0	0	9,000
200 North Link - 45th to CPS	72,975	4,032	20,672	34,249	28,672	400	0	161,000
300 Initial Segment	527,112	390,028	475,365	398,004	217,953	61,538	0	2,070,000
399 Initial Segment Project Reserve	0	0	0	42,767	42,767	42,767	0	128,300
400 Airport Link	6,572	5,203	32,049	102,339	76,840	20,598	0	243,600
500 Tacoma Link	75,823	724	0	3,869	0	0	0	80,416
Link Light Rail	687,724	400,997	530,299	581,762	366,231	125,302	0	2,692,316

Link Light Rail

Project

100 Northgate to 45th

Description

The Sound Move plan calls for building a light rail line from SeaTac to the University District and extending it to the Northgate area subject to available funding. The route in this segment between the University District and Northgate is the 12th Ave route with a tunnel station at NE 65th. The budget for this segment reflects an estimate to complete preliminary engineering only.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	9,000
2006 Adopted Budget (in YOES\$000)	9,000

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
North King County	5,243	1,010	2,213	534	0	0	0	9,000
Total	5,243	1,010	2,213	534	0	0	0	9,000

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	373	96	955	347	0	0	0	1,772
Pre-Engineering/Env Review	3,758	847	440	97	0	0	0	5,142
Final Design and Specification	1,034	0	0	0	0	0	0	1,034
ROW Acquisition and Permits	57	33	20	40	0	0	0	150
Third Parties	21	35	120	49	0	0	0	225
Contingency	0	0	677	0	0	0	0	677
Total	5,243	1,010	2,213	534	0	0	0	9,000

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Study Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule:

2006 Budget Schedule:

Comment

The work programmed for this study has been completed, hence no budget and schedule risk remain for the study.

Link Light Rail

Project

200 North Link - 45th to CPS

Description

The North Link work program and \$20.7M budget was approved by the board in September 2001 and is designed to re-evaluate routes between Downtown Seattle and Northgate and complete a Supplemental EIS and conceptual and preliminary engineering. North Link is divided into CPS to NE 45th and Northgate segments for budget tracking purposes. The current identified preferred alternative in this segment extends from downtown Seattle in a new tunnel to serve the major population and employment centers of Capitol Hill and the University District. The budget for this segment reflects an estimate to complete final design. Scope and budget expenditures prior to September 2001 are included in this project.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	101,000
2006 Adopted Budget (in YOES\$000)	161,000

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
North King County	72,975	4,032	20,672	34,249	28,672	400	0	161,000
Total	72,975	4,032	20,672	34,249	28,672	400	0	161,000

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	4,598	325	1,400	2,460	5,490	0	0	14,273
Pre-Engineering/Env Review	28,426	2,715	1,364	602	0	0	0	33,106
Final Design and Specification	9,796	0	10,800	28,000	9,800	400	0	58,796
ROW Acquisition and Permits	27,674	577	5,697	141	50	0	0	34,139
Construction	1,344	0	0	0	0	0	0	1,344
Third Parties	1,138	414	1,412	2,546	4,546	0	0	10,056
Contingency	0	0	0	500	8,785	0	0	9,285
Total	72,975	4,032	20,672	34,249	28,672	400	0	161,000

Risk Assessment :

Status: Final Design

Estimate Type: Preliminary Engineering

Budget Risk Level: MEDIUM

Schedule Risk level: HIGH

2005 Budget Schedule: 2005

2006 Budget Schedule: 2008

Comment

Budget Risk: The risk for the final design budget is medium. Engineering contracts will be amended when approval to enter final design has been granted by the FTA

Schedule Risk: Study schedule risk is high due to the risk of delay posed by the federal funding approval process.

Link Light Rail

Project

300 Initial Segment

Description

The 14-mile Initial Segment of the Central Link light rail line is under construction. The northern terminus is at Convention Place with passenger service beginning at Westlake Station serving downtown Seattle, the SODO industrial area, Beacon Hill, Rainier Valley, Tukwila and reaching an interim southern terminus at South 154th Street Station. Shuttle bus service will transport passengers between a park-and-ride facility at South 154th Street and Sea-Tac Airport. Passenger stations include Westlake, University Street, Pioneer Square, International District, Stadium, SODO, Beacon Hill, Mount Baker, Comumbia City, Othello, Rainier Beach, and Tukwila International Boulevard. The operations and maintenance base is being constructed south of South Forest Street. Buses and light rail trains will share joint operations in the Downtown Seattle Transit Tunnel (DSTT).

Summaries

Baseline (in YOES\$000)	2,070,000
2005 Adopted Budget (in YOES\$000)	2,070,000
2006 Adopted Budget (in YOES\$000)	2,070,000

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
North King County	443,085	291,467	322,628	248,074	140,510	41,835	0	1,487,599
South King County	84,027	98,561	152,737	149,931	77,442	19,703	0	582,401
Total	527,112	390,028	475,365	398,004	217,953	61,538	0	2,070,000

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	59,456	34,802	40,219	30,835	16,748	34,720	0	216,780
Pre-Engineering/Env Review	33,214	40	187	234	300	25	0	34,000
Final Design and Specification	115,303	10,916	7,863	8,050	3,325	66	0	145,523
ROW Acquisition and Permits	169,984	13,438	20,495	12,837	5,190	1,573	0	223,516
Construction	108,578	269,078	346,159	279,993	143,748	22,882	0	1,170,439
Construction Services	10,641	21,048	21,415	22,292	11,251	229	0	86,875
Third Parties	22,630	15,429	8,358	6,375	4,725	2,043	0	59,560
Vehicles	7,306	25,277	30,670	37,388	32,666	0	0	133,307
Total	527,112	390,028	475,365	398,004	217,953	61,538	0	2,070,000

Risk Assessment :

Pine Street Stub Tunnel and Downtown Seattle Transit Tunnel

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2009

2006 Budget Schedule: 2009

Comment

Budget Risk: The construction of the tunnel under Pine Street involves budget risks, due in large part to the potential for underground utility conflicts. The completed advanced utility relocation reduced utility coordination requirements during the main construction period. The DSTT retrofit has been significantly simplified with the adoption of the hybrid bus technology. The integration of DSTT retrofit improvements into the Pine Street Stub Tunnel contract reduced contract interface requirements.

Schedule Risk: The construction involves coordination among multiple systems installations. Construction documents place a strong emphasis on coordination requirements and the procurement strategy for the civil construction focuses on schedule performance. The apparent low bidder has committed to a construction duration for key project elements that is significantly shorter than the minimum requirements established by Sound Transit.

E-3 Busway/South Forest Street

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2005

Comment

Budget Risk: Risk has been reduced by addressing utility interfaces in advance of the main construction contract. Significant portions of the highest risk work have been completed. Current projections indicate completion within the existing contract contingency.

Schedule Risk: On track to complete by end of 2005.

Beacon Hill Tunnel and McClellan Section

Status: Construction

Estimate Type: Construction

Budget Risk Level: HIGH

Schedule Risk level: HIGH

2005 Budget Schedule: 2009

2006 Budget Schedule: 2009

Comment

Budget Risk: Existing ground conditions at the station site pose a construction risk. Some of this risk was mitigated through the implementation of a prescriptive design following the completion of the test shaft program and extensive geotechnical exploration during the final design phase. Additional opportunities for mitigation are currently under review with regard to value engineering and configuration changes regarding excavation methodology and underground platform locations, respectively.

Schedule Risk: The Tunnel work involves schedule risk, due mainly to the possibility of unforeseen ground conditions and behavior. The construction of the Beacon Hill Station is on the critical path of the C710 contract and the overall Initial Segment project schedule.

MLK Jr. Way South

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2009

2006 Budget Schedule: 2009

Comment

Budget Risk: The MLK construction involves extensive utility coordination, including the placement of existing overhead utilities in underground duct banks. The roadway construction poses a substantial risk of continued encounter of unknown quantities of contaminated and hazardous materials in acquired properties and along the existing street right of way.

Schedule Risk: Current projections indicate that the construction along MLK Jr. Way will be completed within the contract allotted time. Schedule risks have been identified in conjunction with delays resulting from remediation and removal of contaminated and hazardous materials from work sites. The Beacon Hill Tunnel is on the critical path for this project.

Tukwilla

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2009

2006 Budget Schedule: 2009

Comment

Budget Risk: Sound Transit and the City of Tukwila have reached agreement on permit requirements for this line section, resulting in a significant reduction in the scope risk. The potential for encountering unknown or problematic geotechnical conditions during the construction of the aerial guideway poses a risk. Inflationary pricing for selected materials poses a potential cost risk.

Schedule Risk: The letting of an advanced utility relocation contract has reduced schedule risk. Adopted value engineering proposals created additional schedule flexibility, particularly with respect to the right of way acquisition program. Railroad agreements and potential archaeological investigation pose a schedule risk.

Maintenance Base

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2009

2006 Budget Schedule: 2009

Comment

Budget Risk: Risk is substantially reduced with the completion of the advance demolition contract and the award of the E-3 Busway contract to the same contractor. Current forecasts predict that cost exposures due to contaminated materials are manageable.

Schedule Risk: Schedule risk was reduced with the selection of a single contractor for this contract and the E-3 Busway contract. This segment is not proximate to the critical path for the overall project, but timely completion is required to support the testing of light rail vehicles.

Systems

Status: Construction

Estimate Type: Construction

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2009

2006 Budget Schedule: 2009

Comment

Budget Risk: Contracts for the power and signal systems were awarded below budget.

Schedule Risk: The schedule has been refined to optimize systems installations and create additional schedule flexibility for these contracts. Timely installation of systems elements is required to meet the baseline schedule.

Link Light Rail

Project

399 Initial Segment Project Reserve

Description

Unallocated project reserve for the Central Link Initial Segment that, if required, can be directed to augment contingencies allocated for individual line items within the Initial Segment budget. This project reserve may not be used for additional scope. A supermajority vote of the board is required to allocate these funds to the project.

Summaries

Baseline (in YOE\$000)	0
2005 Adopted Budget (in YOE\$000)	128,300
2006 Adopted Budget (in YOE\$000)	128,300

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
North King County				30,232	30,232	30,232	0	90,695
South King County				12,535	12,535	12,535	0	37,605
Total				42,767	42,767	42,767	0	128,300

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Contingency				42,767	42,767	42,767	0	128,300
Total				42,767	42,767	42,767	0	128,300

Link Light Rail

Project

400 Airport Link

Description

Airport Link is a 1.7-mile light rail extension to be constructed between Tukwila International Boulevard station and the Airport that is planned to be completed by the end of 2009. The Airport Link route is at-grade and elevated, and includes a light rail station at the main terminal of Sea-Tac International Airport (the Airport) and a kiss-and-ride facility located on the east side of International Boulevard in the City of SeaTac. Preliminary engineering is currently underway. Final design will be authorized to commence after publication of Record of Decision, which was issued by FTA on the entire Airport Link alignment in September 2005.

Summaries

Baseline (in YOES\$000)	243,600
2005 Adopted Budget (in YOES\$000)	18,600
2006 Adopted Budget (in YOES\$000)	243,600

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	6,572	5,203	32,049	102,339	76,840	20,598	0	243,600
Total	6,572	5,203	32,049	102,339	76,840	20,598	0	243,600

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	362	359	1,305	1,045	1,006	924	0	5,000
Pre-Engineering/Env Review	2,194	2,579	178	479	394	271	0	6,095
Final Design and Specification	1,015	1,885	6,711	2,798	1,890	1,106	0	15,405
ROW Acquisition and Permits	2,063	100	6,001	11,236	3,600	0	0	23,000
Construction	0	251	13,920	80,244	53,270	10,315	0	158,000
Construction Services	2	0	600	3,400	4,400	2,098	0	10,500
Third Parties	937	28	333	338	480	483	0	2,600
Vehicles	0	0	2,500	1,800	9,800	2,900	0	17,000
Contingency	0	0	500	1,000	2,000	2,500	0	6,000
Total	6,572	5,203	32,049	102,339	76,840	20,598	0	243,600

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Preliminary Engineering

Budget Risk Level: LOW

Schedule Risk level: HIGH

2005 Budget Schedule: 2005

2006 Budget Schedule: 2009

Comment

Budget Risk: Budget risk for the Airport Link project is low. Primary risk factors are associated with uncertainty over timing and funding for the Port of Seattle's new facilities, including North Access Freeway realignment and the terminal expansion. The POS and Sound Transit have determined that completing the Airport Link extension by 2009 is feasible but acknowledge that this is ambitious.

Schedule Risk: Coordination requirements with the Port of Seattle.

Link Light Rail

Project

500 Tacoma Link

Description

Tacoma Link runs between downtown Tacoma and the multimodal regional transit center at the Tacoma Dome. The line operates at-grade and provides connections to downtown offices, the theater district and the University of Washington's Tacoma Campus. The Tacoma Link Project was completed on time and is projected to be under budget when project close-out is completed.

Summaries

Baseline (in YOES\$000)	80,416
2005 Adopted Budget (in YOES\$000)	80,416
2006 Adopted Budget (in YOES\$000)	80,416

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	75,823	724	0	3,869	0	0	0	80,416
Total	75,823	724	0	3,869	0	0	0	80,416

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	4,538	0	0	0	0	0	0	4,538
Pre-Engineering/Env Review	6,194	0	0	0	0	0	0	6,194
Final Design and Specification	3,994	0	0	0	0	0	0	3,994
ROW Acquisition and Permits	2,481	0	0	0	0	0	0	2,481
Construction	50,772	558	0	0	0	0	0	51,330
Vehicles	7,409	166	0	0	0	0	0	7,575
System Testing and Startup	434	0	0	0	0	0	0	434
Contingency	0	0	0	3,869	0	0	0	3,869
Total	75,823	724	0	3,869	0	0	0	80,416

CAPITAL PROJECTS PROGRAM SUMMARY

The Capital Projects Department is planning, designing and constructing capital facilities and access improvements to support the Sounder commuter rail and ST Express bus systems. Both the Sounder and Regional Express programs provide long-haul, express commuter service. By focusing on the delivery of the capital facilities projects, the Capital Projects Department leverages the considerable expertise, efforts and tools available to complete the Sound Transit capital program effectively and transfer to the Transportation Services Department high quality facilities ready for revenue service operations.

SOUNDER PROGRAM SUMMARY

Sounder commuter rail is an integral component of the services and facilities being delivered to the public under the *Sound Move* plan. Sounder is a fast, reliable, comfortable and easy-to-use commuter option linking major destinations in Pierce, King, and Snohomish counties and serving 12 stations along the 83 mile corridor. The Sounder capital program is improving the track and signals, building new stations, replacing temporary stations and improving grade crossings within the corridor rail right of way. Sounder stations in service include passenger facilities at Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, Seattle, Edmonds, and Everett. Future service is planned for stations at Lakewood, South Tacoma, and Mukilteo.

A series of agreements between Sound Transit and Burlington Northern Santa Fe Railway (BNSF) provide Sound Transit with a right to use existing BNSF tracks to accommodate passenger service.

Everett to Seattle Segment

The Everett to Seattle segment is a 35-mile long BNSF railroad corridor that includes three Sounder commuter rail stations—Everett, Mukilteo, and Edmonds. In 2003, Sound Transit and BNSF executed agreements that allowed commuter rail service in the corridor to begin with stops in Edmonds and Everett. Mukilteo is scheduled for service in 2007. The agreements provide Sound Transit four perpetual commuter rail, round-trip service easements that are tied to Sound Transit delivering to BNSF environmental permits and approvals for track and signal improvements throughout the corridor. These improvements will eliminate the three single track sections in the corridor and increase the capacity of the system. The first round trip went into service in December 2003 and the second in June 2005. Start of the remaining two round trips will begin after delivery of the environmental permits and approvals near the end of 2007.

Seattle to Tacoma Segment

This Sounder segment is a 40-mile long BNSF railroad corridor between Seattle and Tacoma that includes seven Sounder commuter rail stations—King Street (Seattle), Tukwila, Kent, Auburn, Sumner, Puyallup, and Tacoma. The service at Tukwila is being provided at a temporary facility. Staff is working with the cities of Tukwila and Renton to define the scope and sequencing of permanent station improvements in keeping with local development plans.

Extensive track and signal improvements throughout the 40-mile Seattle to Tacoma corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor to support nine round trip Sounder trains so that commuter rail operation does not compromise freight mobility in the Puget Sound area. Together, the partnership is accomplishing approximately \$343 million in rail capacity improvements, including a new train control signal system, railroad crossing safety improvements, and approximately 25 miles of track upgrades. The first phase of improvements was completed in 2004. At the end of 2005, the second phase of improvements were 56% complete with remaining work scheduled for completion by the end of 2007.

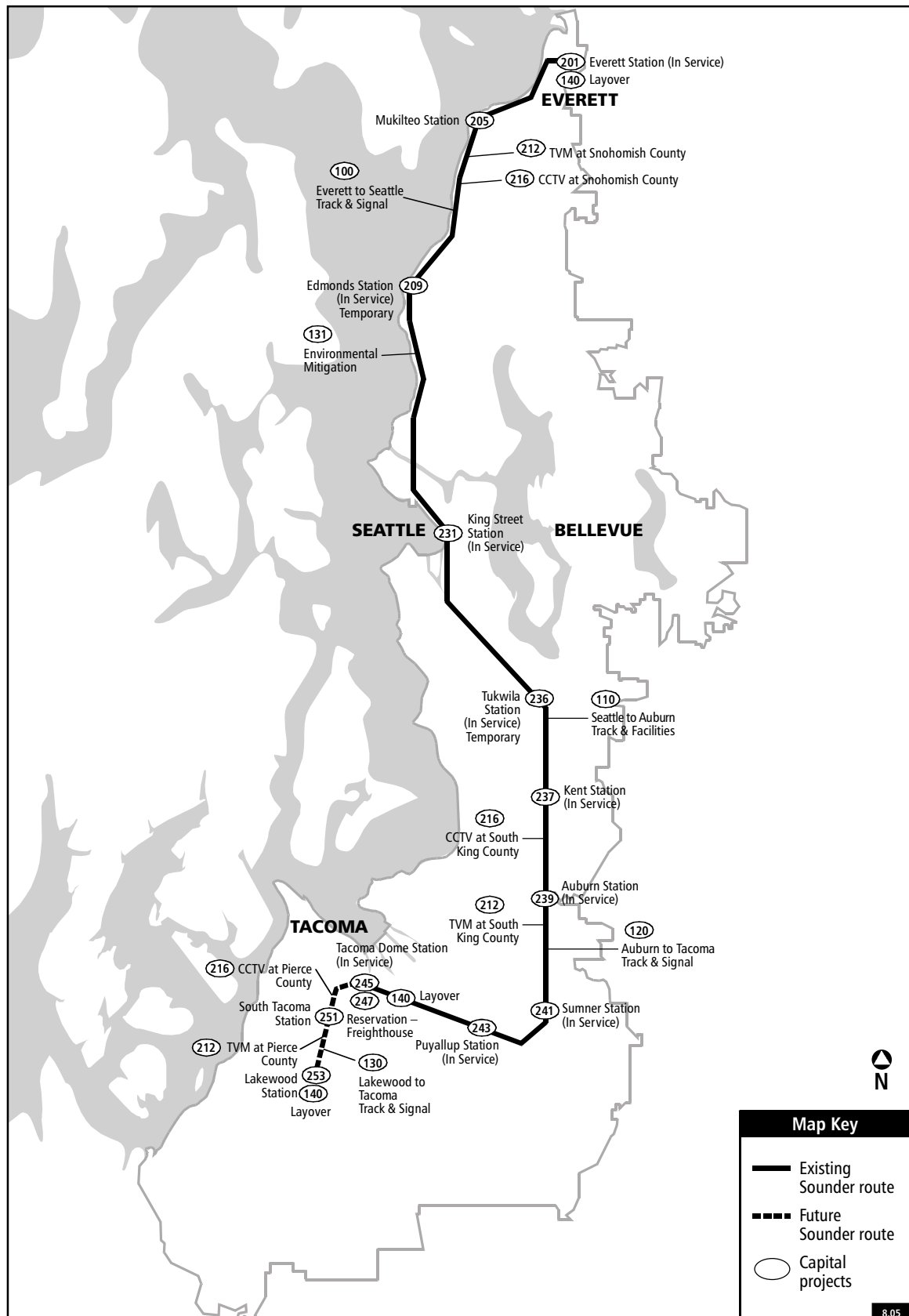
Tacoma to Lakewood Segment

This Sounder segment is eight-miles long, including over one mile of new track to be constructed by Sound Transit and seven miles of track purchased from BNSF that will be upgraded to commuter rail standards by Sound Transit. Property acquisition for the new track portion began in 2003 and will be completed in early to mid 2006. This corridor will serve two stations in South Tacoma and Lakewood and will connect to the Seattle to Tacoma segment at the Tacoma Dome Station at Freighthouse Square.

Sounder System wide

System wide elements of the Sounder capital program consists of Layover facilities, Closed Circuit Television (CCTV) and Ticket Vending Machine (TVM) installation, which were previously funded within each of the above three segments. The Layover project includes three facilities for overnight train layover at Everett, Seattle, and Lakewood. Currently a temporary layover facility is in service at Tacoma; it will be replaced by the layover project to be constructed at Lakewood. CCTV and TVM projects require installation of a closed circuit television, passenger information system and ticket vending machines at all Sounder stations.

SOUNDER COMMUTER RAIL



Sounder Capital Plan

For Sounder capital projects, the adopted lifetime capital budget (1997 – 2009) is \$1.23 billion with an adopted 2006 annual spending plan of \$151.7 million versus \$87.5 million in 2005.

For the budget year 2006, the Sounder program will continue to move forward with the remaining track and signal improvements to implement service objectives. Construction will be visible in the Everett to Seattle corridor segment as BNSF begins its capacity improvements, including the addition of double tracks. Sound Transit started final stage construction on Everett Station in 2005. Design work is progressing for the Mukilteo and Edmonds Stations.

In the Seattle to Tacoma corridor segment, Phase 1 track and signal improvements were completed in 2004 and Phase 2 track and signal construction, at 56% completion, will continue through 2007.

In the Tacoma to Lakewood corridor, preliminary engineering has been completed for the track and signal improvements and final design will move forward in 2006. The designs for the South Tacoma and Lakewood stations are scheduled to be completed and construction initiated in 2006.

Changes in the Adopted 2006 Budget

Budget Changes

The primary changes since 2005 to the total lifetime capital budget are summarized below.

Adopted Budget Increases:

Tacoma – Lakewood Track and Signal (130): Restoration of \$12 million to project budget for construction and project contingencies via a transfer from program reserve. This increase is based on 30% design submittals and restores project-level contingencies transferred to the Pierce County reserves as part of the 2004 budget process.

Lakewood Station (253): \$6.8 million increase transferred from program reserve to the project budget due to a scope change to add structured parking.

South Tacoma Station (251): \$600 thousand increase to the project budget due to legal costs associated with right-of-way acquisitions.

Sounder Schedule Changes

Old Completion Date/New Completion Date

Project	2004	2005	2006	2007	2008	2009
Everett Station (201)		Q4 2005	Q4 2006			

Scope, Schedule and Budget Risks

Tacoma – Lakewood Track and Signal (130): Resolution of FTA's potential new requirements related to level boarding, design and operational challenges associated with steep grade, and 2 new at-grade crossings at the D to M connection within the new 1.2 miles section of track construction along the 8 mile corridor segment.

Seattle – Tacoma Track and Signal (110 / 120): Continued delays associated with the City of Tacoma's D Street project are impacting the completion of the Phase 2 track and signal improvements needed to increase service as outlined in the agreement with BNSF. Staff does not foresee an overall budget increase in the corridor because of previous cost savings (approximately \$22 million) on hand in the BNSF agreement. WSDOT, Sound Transit, and BNSF have agreed on

track reconfiguration plans at King Street Station to accommodate increased Sounder service, future inter-city rail service expansions and possible redevelopment of the area around the station. These plans require WSDOT to fund incremental costs, acquire key real estate and demolish a ramp by early 2006 to minimize impact to Sound Transit's schedule.

Layover (140): Current uncertainties associated with third-party agreements regarding scope and existing budget constraints place this schedule at risk.

Mukilteo Station (205): The ability to accommodate a staged approach for the construction of the station within the current budget presents risks to the overall project schedule and budget. Current plans have construction proceeding in two stages with the north side platform constructed during stage one and the south side platform constructed within stage two.

Edmonds Station (209): The scope for this project includes two platforms shelters for weather protection, short-term parking, and about 150 parking spaces. The station scope will reflect the interim use expected for this station (10-15 years) and the objective to later relocate to a permanent location in conjunction with the proposed Edmonds Crossing project.

Tukwila Station (236): Budget funding constraints, parallel efforts (i.e. relocation of the Union Pacific Railroad, the extension of Strander Boulevard and BNSF track and signal modifications), determination of viable project element(s), and meeting the requirements defined by the City of Tukwila have potential to impact the completion of the permanent facility at Tukwila Station.

South Tacoma Station (251): Delays created by the legal processes associated with property acquisition are impacting the budget and schedule for the project.

Baseline Budgets and Schedules

The following is a list of active projects with baselines established as of December 31, 2005.

- Everett Station (201)

Sounder Commuter Rail

2006 Adopted Capital Outlays by Subarea

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	219,513	5,931	70,813	71,981	17,315	0	0	385,553
South King County	259,628	23,960	22,316	51,941	5,438	2,975	0	366,258
Pierce County	229,109	40,621	56,246	125,875	23,315	0	0	475,165
Sounder Commuter Rail	708,250	70,512	149,375	249,797	46,068	2,975	0	1,226,976

2006 Adopted Capital Outlays by Phase

Phase	1997-2004	2005	2006	2007	2008	2009	2010	Total
10 Agency Administration	29,502	2,938	7,093	13,400	2,193	160	0	55,285
20 Pre-Engineering/Env Review	22,268	2,997	41	1,620	0	0	0	26,925
30 Final Design and Specification	17,044	5,399	5,984	4,272	5	0	0	32,704
40 ROW Acquisition and Permits	221,191	16,399	56,239	59,901	1,357	0	0	355,087
50 Construction	283,736	42,401	78,344	155,423	24,821	0	0	584,723
70 Vehicles	134,509	-4	0	7,775	0	0	0	142,280
90 Contingency	0	383	1,675	7,407	17,692	2,815	0	29,971
Sounder Commuter Rail	708,250	70,512	149,375	249,797	46,068	2,975	0	1,226,976

2006 Adopted Budget by Project

Sounder Commuter Rail

Project Number and Name	1997-2004	2005	2006	2007	2008	2009	2010	Total
100 Everett-Seattle Track & Signal	196,432	477	51,936	55,476	5	0	0	304,326
110 Seattle-Auburn Track & Signal	173,080	14,399	20,630	48,071	0	0	0	256,181
120 Auburn-Tacoma Track & Signal	139,850	10,448	16,317	39,102	0	0	0	205,718
130 Tacoma-Lakewood Track & Signal	40,888	5,667	27,841	56,338	17,391	0	0	148,126
131 Permitting/Environmental Mitigation	167	550	2,080	4,052	3,440	0	0	10,288
140 Layover	12,940	475	2,615	5,798	2,419	0	0	24,248
150 Nisqually-Lakewood ROW	3,001	11,749	380	972	0	0	0	16,101
201 Everett Station	15,562	1,806	9,106	398	0	0	0	26,872
205 Mukilteo Station	833	357	1,283	8,581	7,160	0	0	18,214
207 Edmonds Station (Temporary)	----- In Service -----							197
209 Edmonds Station	0	4,794	5,732	2,383	0	0	0	12,909
212 Ticket Vending Machines (TVM)	6,101	19	439	951	169	0	0	7,678
216 Passenger Information System/CCTV	169	2,833	5	1,485	1,589	0	0	6,081
231 King Street Station	----- In Service -----							8,016
233 Boeing Access Rd Station	----- Closed -----							66
235 Tukwila Station (Temporary)	----- In Service -----							3,247
236 Tukwila Station	0	9,232	350	216	3,252	2,975	0	16,024
237 Kent Station	----- In Service -----							32,519
239 Auburn Station	----- In Service -----							25,877
241 Sumner Station	----- In Service -----							8,845
243 Puyallup Station	----- In Service -----							13,424
245 Tacoma Dome Station	----- In Service -----							9,958
247 Reservation-Freighthouse	2,276	13,712	258	555	0	0	0	16,802
251 South Tacoma Station	933	1,024	3,281	5,000	1,278	0	0	11,515
253 Lakewood Station	1,511	4,173	7,122	19,757	0	0	0	32,562
255 Lakewood CBD	----- Completed -----							1,817
600 Program Reserve	0	0	0	0	9,366	0	0	9,366
Sounder Commuter Rail	708,250	70,512	149,375	249,797	46,068	2,975	0	1,226,976

Sounder Commuter Rail

Project

100 Everett-Seattle Track & Signal

Description

Scope: Sound Transit has entered into an agreement with BNSF to purchase four service-limited right-of-use easements for commuter rail service. Sound Transit has responsibility for obtaining the permits necessary for BNSF to construct track improvements and for implementing the related environmental mitigation (Project 131). BNSF is responsible for construction of its track and signal improvements. Passenger service began in December 2003 with a single train to Everett and Edmonds and special event service for weekend sports and community events. A second train began service June 2005. The third and fourth trains are planned to begin service by the end of 2007.

Changes since 2005 budget: A 2005 budget amendment added \$250,280 in funds from a US Department of Homeland Security grant to purchase a Mobile Ventilation Unit (MVU) to be used in an emergency first response situation in the Great Northern Tunnel. The MVU will be owned by the Seattle Fire Department (they will have the title) and the MVU will be housed at SFD.

Summaries

Baseline (in YOES\$000)	304,259
2005 Adopted Budget (in YOES\$000)	304,259
2006 Adopted Budget (in YOES\$000)	304,326

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	196,432	477	51,936	55,476	5	0	0	304,326
Total	196,432	477	51,936	55,476	5	0	0	304,326

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	5,961	133	1,498	2,071	5	0	0	9,668
Pre-Engineering/Env Review	3,952	-1	0	6	0	0	0	3,957
Final Design and Specification	11	0	0	0	0	0	0	11
ROW Acquisition and Permits	158,122	77	50,049	49,983	0	0	0	258,230
Construction	343	269	0	88	0	0	0	700
Vehicles	28,043	0	0	1,850	0	0	0	29,893
Contingency	0	0	389	1,478	0	0	0	1,867
Total	196,432	477	51,936	55,476	5	0	0	304,326

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

110 Seattle-Auburn Track & Signal

Description

Scope: The 40-mile segment from Seattle to Tacoma, located in the existing BNSF mainline railroad corridor, is made up of this project and project 120, Auburn-Tacoma Track & Signals. The costs are allocated to the two projects based on track miles. The extensive track and signal improvements throughout the corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor so that additional passenger trains do not compromise freight mobility in the Puget Sound area. Phase I track improvements have been completed. Passenger service began in September 2000 with two round-trip trains per weekday. Currently, three round trips per day are running, as well as special event service for weekend sports and community events. Sound Transit's agreement with BNSF allows nine round-trip trains to Lakewood when track and signal improvements are complete.

Changes since 2005 budget: Administrative adjustment to move associated overhead to system-wide projects (Layover - 140, Ticket Vending Machines - 212 & Passenger Information System/CCTV - 216) segregated from Track & Signals.

Summaries

Baseline (in YOES\$000)	316,549
2005 Adopted Budget (in YOES\$000)	256,553
2006 Adopted Budget (in YOES\$000)	256,181

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	173,080	14,399	20,630	48,071	0	0	0	256,181
Total	173,080	14,399	20,630	48,071	0	0	0	256,181

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	7,812	658	1,251	3,102	0	0	0	12,823
Pre-Engineering/Env Review	5,893	-3	0	4	0	0	0	5,893
Final Design and Specification	4,836	14	22	23	0	0	0	4,894
ROW Acquisition and Permits	25	0	0	10	0	0	0	35
Construction	104,818	13,735	19,358	41,838	0	0	0	179,750
Vehicles	49,696	-4	0	2,915	0	0	0	52,607
Contingency	0	0	0	179	0	0	0	179
Total	173,080	14,399	20,630	48,071	0	0	0	256,181

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

120 Auburn-Tacoma Track & Signal

Description

Scope: The 40-mile segment from Seattle to Tacoma, located in the existing BNSF mainline railroad corridor, is made up of this project and project 110, Seattle-Auburn Track & Signals. The costs are allocated to the two projects based on track miles. The extensive track and signal improvements throughout the corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor so that additional passenger trains do not compromise freight mobility in the Puget Sound area. Phase I track improvements have been completed. Passenger service began in September 2000 with two round-trip trains per weekday. Currently, three round trips per day are running, as well as special event service for weekend sports and community events. Sound Transit's agreement with BNSF allows nine round-trip trains to Lakewood when track and signal improvements are complete.

Changes since 2005 budget: Administrative adjustment to move associated overhead to system-wide projects (Layover - 140, Ticket Vending Machines - 212 & Passenger Information System/CCTV - 216) segregated from Track & Signals.

Summaries

Baseline (in YOE\$000)	248,802
2005 Adopted Budget (in YOE\$000)	206,557
2006 Adopted Budget (in YOE\$000)	205,718

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	139,850	10,448	16,317	39,102	0	0	0	205,718
Total	139,850	10,448	16,317	39,102	0	0	0	205,718

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	5,971	638	728	1,605	0	0	0	8,942
Pre-Engineering/Env Review	4,809	-2	0	0	0	0	0	4,807
Final Design and Specification	3,954	-63	0	47	0	0	0	3,938
ROW Acquisition and Permits	2	0	0	11	0	0	0	14
Construction	86,251	9,876	15,589	35,629	0	0	0	147,345
Vehicles	38,863	0	0	1,134	0	0	0	39,997
Contingency	0	0	0	676	0	0	0	676
Total	139,850	10,448	16,317	39,102	0	0	0	205,718

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2005

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

130 Tacoma-Lakewood Track & Signal

Description

Scope: Sound Transit will provide commuter rail service along a new 1.2-mile track extension in Tacoma. This extension will be from the Tacoma Dome Station to M Street, where it will connect to the existing Lakeview Subdivision tracks and continue south to Lakewood. It will include two to three new at-grade crossings between D Street and M Street.

Changes since 2005 budget: Transfer of \$12.0M from program reserve to restore project contingencies.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	136,037
2006 Adopted Budget (in YOES\$000)	148,126

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	40,888	5,667	27,841	56,338	17,391	0	0	148,126
Total	40,888	5,667	27,841	56,338	17,391	0	0	148,126

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	2,140	671	1,715	3,312	1,070	0	0	8,908
Pre-Engineering/Env Review	1,957	930	0	177	0	0	0	3,063
Final Design and Specification	26	2,904	2,174	1,914	0	0	0	7,018
ROW Acquisition and Permits	18,858	1,118	2,730	5,531	0	0	0	28,237
Construction	0	45	21,222	42,592	9,884	0	0	73,743
Vehicles	17,907	0	0	1,876	0	0	0	19,783
Contingency	0	0	0	937	6,438	0	0	7,374
Total	40,888	5,667	27,841	56,338	17,391	0	0	148,126

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: HIGH

2005 Budget Schedule: 2006

2006 Budget Schedule: 2008

Sounder Commuter Rail

Project

131 Permitting/Environmental Mitigation

Description

Scope: BNSF and Sound Transit signed an agreement in December 2003 that commits Sound Transit to acquire all of the permits necessary for BNSF improvements that were identified in the Environmental Impact Statement. Sound Transit acquired permits for improvements within the Second Easement (located in the City of Seattle) and certified them with BNSF on December 9, 2004. Second train service commenced in June 2005. The Third Easement is located along the marine shoreline between Seattle and south Everett, and the Fourth Easement is located south of Everett Station within the City of Everett. Mitigation projects will include an estuarine restoration project in the Snohomish River Estuary and nearshore enhancements or restoration projects along the corridor between Seattle and Everett.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	10,288
2006 Adopted Budget (in YOES\$000)	10,288

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	167	550	2,080	4,052	3,440	0	0	10,288
Total	167	550	2,080	4,052	3,440	0	0	10,288

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	10	29	127	288	210	0	0	664
Pre-Engineering/Env Review	75	589	0	1,156	0	0	0	1,820
Final Design and Specification	0	0	238	142	0	0	0	380
ROW and Construction	82	-68	1,715	1,465	3,229	0	0	6,423
Contingency	0	0	0	1,001	0	0	0	1,001
Total	167	550	2,080	4,052	3,440	0	0	10,288

Risk Assessment :

Status: Conceptual Estimate

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

140 Layover

Description

Scope: Storage tracks and facilities for overnight layover of trains are required at Tacoma, Everett, and Lakewood. Layover tracks are part of system-wide improvements required to operate Sounder service. The budget for these improvements is allocated to three subareas based on vehicle miles of service at buildout of 26 weekday train trips. Remaining projects to be completed are layover tracks 3 & 4 and an operations building in Everett, and a layover facility in Lakewood with tracks and an operations building.

The budget includes a \$12.7 million pass-through state grant to Amtrak. The Amtrak pass-through money is also allocated to subareas, but has no Sound Transit administrative costs or budget associated with it.

Changes since 2005 budget: Increase to project budgets are due to increased construction estimates and related overhead costs.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	23,092
2006 Adopted Budget (in YOES\$000)	24,248

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	2,264	292	676	799	172	0	0	4,203
South King County	4,859	79	955	2,146	925	0	0	8,965
Pierce County	5,817	104	984	2,853	1,322	0	0	11,080
Total	12,940	475	2,615	5,798	2,419	0	0	24,248

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	426	16	151	351	135	0	0	1,079
Pre-Engineering/Env Review	0	58	0	98	0	0	0	156
Final Design and Specification	0	16	180	296	0	0	0	493
ROW Acquisition and Permits	0	0	0	660	0	0	0	660
Construction	12,514	385	2,282	4,310	1,577	0	0	21,068
Contingency	0	0	3	83	707	0	0	793
Total	12,940	475	2,615	5,798	2,419	0	0	24,248

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2008

2006 Budget Schedule: 2008

Budget Risk Level: MEDIUM

- ☒ Right of Way Costs
- ☒ Scope Escalation/Change
- ☒ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation
- ☒ Project Location
- ☒ Coordination

Sounder Commuter Rail

Project

150 Nisqually-Lakewood ROW

Description

Scope: This budget provides for the acquisition of BNSF property and required due diligence and property management activities. There will be no design or construction activity, and the property will be maintained by BNSF until construction begins.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	16,101
2006 Adopted Budget (in YOES\$000)	16,101

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	3,001	11,749	380	972	0	0	0	16,101
Total	3,001	11,749	380	972	0	0	0	16,101

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	1	0	0	0	0	0	0	1
ROW Acquisition and Permits	3,000	11,749	380	972	0	0	0	16,100
Total	3,001	11,749	380	972	0	0	0	16,101

Risk Assessment :

Status: Negotiated

Estimate Type: Negotiated

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

201 Everett Station

Description

Scope: Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, Sound Transit Express bus, Sounder commuter rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett and included the Everett Station building; the off-street bus transit center; parking for commuters, Amtrak and Greyhound customers, and other patrons; a portion of the commuter rail platform and canopies; and the Amtrak passenger boarding platform. Sound Transit is responsible for construction of the final phase of the station including the 440-stall east parking lot, a pedestrian bridge over the tracks, pedestrian access plazas on both sides of the tracks, completion of the 330-stall south parking lot, and an operations building for maintenance supplies, security personnel, and BNSF train crews.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	26,872
2005 Adopted Budget (in YOES\$000)	26,872
2006 Adopted Budget (in YOES\$000)	26,872

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	15,562	1,806	9,106	398	0	0	0	26,872
Total	15,562	1,806	9,106	398	0	0	0	26,872

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	929	96	489	79	0	0	0	1,593
Pre-Engineering/Env Review	1,190	2	0	3	0	0	0	1,195
Final Design and Specification	1,081	118	91	71	0	0	0	1,360
ROW Acquisition and Permits	7,015	93	0	242	0	0	0	7,349
Construction	5,349	1,497	7,768	3	0	0	0	14,616
Contingency	0	0	758	0	0	0	0	758
Total	15,562	1,806	9,106	398	0	0	0	26,872

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2006

Sounder Commuter Rail

Project**205** Mukilteo Station**Description**

Scope: The Mukilteo Station is a two-platform station with continuous canopies in addition to other passenger amenities including seating, ticket vending machines, and CCTV. An overhead pedestrian walkway including elevators and stair wells will connect the two platforms. Parking will be provided for 120 vehicles adjacent to the station. The project is being developed in coordination with the Washington State Ferries Multimodal Station and the Port of Everett's and City of Mukilteo's waterfront redevelopment plans.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	18,214
2006 Adopted Budget (in YOES\$000)	18,214

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	833	357	1,283	8,581	7,160	0	0	18,214
Total	833	357	1,283	8,581	7,160	0	0	18,214

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	94	21	82	593	465	0	0	1,255
Pre-Engineering/Env Review	554	65	0	65	0	0	0	684
Final Design and Specification	78	240	1,201	1,201	5	0	0	2,726
ROW Acquisition and Permits	98	31	0	1,389	1,357	0	0	2,876
Construction	9	0	0	5,332	5,332	0	0	10,673
Total	833	357	1,283	8,581	7,160	0	0	18,214

Risk Assessment :**Status:** Final Design**Estimate Type:****Budget Risk Level:** LOW**Schedule Risk level:** HIGH

2005 Budget Schedule: 2006

2006 Budget Schedule: 2008

Comment

Will be Baselined in December 2005

Sounder Commuter Rail

Project

207 Edmonds Station (Temporary)

Description

Project is in service.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	13,106
2006 Adopted Budget (in YOES\$000)	197

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	3,044	-2,847	0	0	0	0	0	197
Total	3,044	-2,847	0	0	0	0	0	197

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	209	-199	0	0	0	0	0	11
Pre-Engineering/Env Review	569	-569	0	0	0	0	0	0
Final Design and Specification	12	6	0	0	0	0	0	17
ROW Acquisition and Permits	2,014	-2,014	0	0	0	0	0	0
Construction	241	-72	0	0	0	0	0	169
Total	3,044	-2,847	0	0	0	0	0	197

Risk Assessment :

Status: In Service

Estimate Type: In Service

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

209 Edmonds Station

Description

Scope: Edmonds is currently served by a temporary platform east of the tracks at the Edmonds Amtrak Station, which was constructed by Sound Transit (project 207). When BNSF constructs a second main line through Edmonds, as currently planned, removal of the temporary station will be required. To ensure that continuous service is provided once BNSF starts construction of the second mainline, Sound Transit must build a new platform west of the tracks as an initial phase of development at this site. The scope includes two platforms (shared with Amtrak), shelters for weather protection, an off-street bus area, short-term parking, and about 150 parking spaces. The station scope will be revisited to reflect the shorter lifespan expected for this station (10-15 years) due to the future Edmonds Crossing project.

Changes since 2005 budget: This is a newly created project number. The budget was transferred from project 207, the Edmonds Station (Temporary) project.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	12,909

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	0	4,794	5,732	2,383	0	0	0	12,909
Total	0	4,794	5,732	2,383	0	0	0	12,909

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	304	364	151	0	0	0	820
Pre-Engineering/Env Review	0	829	0	0	0	0	0	829
Final Design and Specification	0	942	0	0	0	0	0	942
ROW Acquisition and Permits	0	2,160	0	0	0	0	0	2,160
Construction	0	186	5,121	2,199	0	0	0	7,506
Contingency	0	373	247	32	0	0	0	652
Total	0	4,794	5,732	2,383	0	0	0	12,909

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☒ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☒ Coordination

Schedule Risk level: MEDIUM

2005 Budget Schedule: NA

2006 Budget Schedule: TBD

Sounder Commuter Rail

Project

212 Ticket Vending Machines (TVM)

Description

Scope: Ticket vending machines (TVMs) are a systemwide project. The program consists of the fabrication and installation of 40 TVMs at the 12 Sounder stations. The 40 TVMs are dispersed across the system based on long-term projected ridership. TVMs sell tickets and passes via an interactive touch screen or through use of the keypad, and where possible they are located near the mini-high platforms for the convenience of persons with disabilities.

Machines are currently installed at the following stations: Everett, Edmonds, King Street, Union Station Concourse, Tukwila, Kent, Auburn, Sumner, Puyallup, and Tacoma Dome. Additional TVMs are planned at Everett, Edmonds, Tukwila, South Tacoma, Lakewood, and Tukwila stations.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	7,678
2005 Adopted Budget (in YOES\$000)	7,440
2006 Adopted Budget (in YOES\$000)	7,678

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	1,168	26	0	276	0	0	0	1,471
South King County	2,615	-21	210	325	81	0	0	3,211
Pierce County	2,318	14	228	349	88	0	0	2,997
Total	6,101	19	439	951	169	0	0	7,678

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	161	1	13	36	5	0	0	217
Pre-Engineering/Env Review	142	8	0	3	0	0	0	153
Construction	5,797	10	405	856	163	0	0	7,232
Contingency	0	0	20	57	0	0	0	77
Total	6,101	19	439	951	169	0	0	7,678

Risk Assessment :

Status: Installation

Estimate Type: Installation

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

216 Passenger Information System/CCTV

Description

Scope: Sounder will be implementing a closed circuit TV (CCTV) and passenger information system at all rail stations. The system includes communications for a number of CCTV cameras at each station, audible public announcement, a variable message sign system, customer emergency stations, and on-board automated vehicle location. There will be a central control and monitoring system. In addition, there will be customer on-board variable message signs and automated announcements.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	6,081
2006 Adopted Budget (in YOES\$000)	6,081

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	42	476	0	16	824	0	0	1,358
South King County	64	1,128	5	674	207	0	0	2,078
Pierce County	63	1,229	0	795	558	0	0	2,645
Total	169	2,833	5	1,485	1,589	0	0	6,081

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	11	152	0	37	39	0	0	240
Pre-Engineering/Env Review	57	137	0	62	0	0	0	256
Construction	101	2,544	5	1,376	1,194	0	0	5,220
Contingency	0	0	0	10	356	0	0	366
Total	169	2,833	5	1,485	1,589	0	0	6,081

Risk Assessment :

Status: Installation

Estimate Type: Installation

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2008

Sounder Commuter Rail

Project

235 Tukwila Station (Temporary)

Description

Project is in service.

Summaries

Baseline (in YOES\$000)	20,331
2005 Adopted Budget (in YOES\$000)	19,271
2006 Adopted Budget (in YOES\$000)	3,247

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	11,611	-8,364	0	0	0	0	0	3,247
Total	11,611	-8,364	0	0	0	0	0	3,247

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	668	-435	0	0	0	0	0	233
Pre-Engineering/Env Review	260	0	0	0	0	0	0	260
Final Design and Specification	476	17	0	0	0	0	0	494
ROW Acquisition and Permits	8,553	-8,383	0	0	0	0	0	170
Construction	1,654	426	0	0	0	0	0	2,080
Contingency	0	10	0	0	0	0	0	10
Total	11,611	-8,364	0	0	0	0	0	3,247

Risk Assessment :

Status: In Service

Estimate Type: In Service

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2004

2006 Budget Schedule: 2004

Sounder Commuter Rail

Project

236 Tukwila Station

Description

Scope: The permanent Tukwila Station may include two platforms with canopies, an 800- to 1,000-stall surface parking lot, a bus transfer facility, two ticket vending machines, and bike lockers, depending on the cost estimate for these elements. It will be constructed south of Longacres Way and west of BNSF railroad tracks. All Sounder stations will have a closed circuit TV, public address and/or changeable message sign system.

Changes since 2005 budget: This is a newly created project number for the permanent Tukwila station. This project budget has been transferred from project 235, the temporary Tukwila station project.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	16,024

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	0	9,232	350	216	3,252	2,975	0	16,024
Total	0	9,232	350	216	3,252	2,975	0	16,024

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	497	19	12	175	160	0	862
Pre-Engineering/Env Review	0	359	41	0	0	0	0	400
Final Design and Specification	0	0	290	110	0	0	0	400
ROW Acquisition and Permits	0	8,376	0	0	0	0	0	8,376
Contingency	0	0	0	94	3,077	2,815	0	5,986
Total	0	9,232	350	216	3,252	2,975	0	16,024

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Preliminary Engineering

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☒ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☒ Coordination

Schedule Risk level: LOW

2005 Budget Schedule: 2006

2006 Budget Schedule: TBD

Sounder Commuter Rail

Project

247 Reservation-Freighthouse

Description

Scope: This project includes the capital costs of tracks and signals for the Reservation-to-Freighthouse segment of the Seattle-to-Tacoma Sounder project. The track and signal work in this segment is being undertaken by Sound Transit. The original construction work is substantially complete, and the segment is in operation. Phase I and Phase II remediation work is complete. Embankment settlement monitoring continues.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	16,802
2006 Adopted Budget (in YOES\$000)	16,802

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	1,209	7,499	165	229	0	0	0	9,103
Pierce County	1,067	6,213	93	326	0	0	0	7,699
Total	2,276	13,712	258	555	0	0	0	16,802

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	118	117	0	0	0	0	0	235
Pre-Engineering/Env Review	201	0	0	0	0	0	0	201
Final Design and Specification	896	65	0	2	0	0	0	962
Construction	1,061	13,531	0	295	0	0	0	14,887
Contingency	0	0	258	258	0	0	0	517
Total	2,276	13,712	258	555	0	0	0	16,802

Risk Assessment :

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☒ Scope Escalation/Change
- ☒ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2005

2006 Budget Schedule: 2006

Sounder Commuter Rail

Project

251 South Tacoma Station

Description

Scope: The project is located between South 56th and South 60th Streets in South Tacoma. This station will provide service to south Tacoma and University Place residents to destinations along the Sounder commuter rail corridor and intercept customers currently traveling to the Tacoma Dome Station. The project includes a single-side platform with passenger amenities, surface parking for approximately 230 vehicles, and a passenger drop-off zone.

Changes since 2005 budget: The right-of-way phase budget has increased due to legal fees associated with property condemnation.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	10,922
2006 Adopted Budget (in YOES\$000)	11,515

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	933	1,024	3,281	5,000	1,278	0	0	11,515
Total	933	1,024	3,281	5,000	1,278	0	0	11,515

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	78	75	214	341	88	0	0	796
Pre-Engineering/Env Review	602	-60	0	3	0	0	0	544
Final Design and Specification	6	720	319	150	0	0	0	1,195
ROW and Construction	247	289	2,748	4,505	302	0	0	8,091
Contingency	0	0	0	1	888	0	0	889
Total	933	1,024	3,281	5,000	1,278	0	0	11,515

Risk Assessment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

253 Lakewood Station

Description

Scope: The project includes 620 parking stalls in a 3-story garage with a bus transit center, a 600 foot commuter rail platform, and associated passenger amenities. The project is located on the west side of Pacific Highway SW, approximately 1/2 mile north of Bridgeport Way and approximately one mile south of the I-5/SR512 interchange.

Changes since 2005 budget: Transfer of \$7.16M from program reserve to fund change in scope from surface to structured parking.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	25,404
2006 Adopted Budget (in YOES\$000)	32,562

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	1,511	4,173	7,122	19,757	0	0	0	32,562
Total	1,511	4,173	7,122	19,757	0	0	0	32,562

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	122	237	442	1,250	0	0	0	2,052
Pre-Engineering/Env Review	499	655	0	24	0	0	0	1,178
Final Design and Specification	12	421	1,469	315	0	0	0	2,217
ROW and Construction	877	2,859	5,211	15,566	0	0	0	24,514
Contingency	0	0	0	2,601	0	0	0	2,601
Total	1,511	4,173	7,122	19,757	0	0	0	32,562

Risk Assessment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Sounder Commuter Rail

Project

600 Program Reserve

Description

Scope: The Corridor Reserve is a means to manage risk and uncertainty for Sounder projects. The reserve may not be used for additional scope.

Changes since 2005 budget: Restored project contingencies in the amount of \$12M to Tacoma-Lakewood Track & Signal (project 130); transferred \$592,000 to South Tacoma Station (project 251); transferred \$6.8M to Lakewood Station (project 253); and added \$550,000 in unspent project funds from closed projects.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	28,036
2006 Adopted Budget (in YOES\$000)	9,366

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	0	0	0	0	5,715	0	0	5,715
South King County	0	0	0	0	973	0	0	973
Pierce County	0	0	0	0	2,678	0	0	2,678
Total	0	0	0	0	9,366	0	0	9,366

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Construction	0	0	0	0	3,139	0	0	3,139
Contingency	0	0	0	0	6,226	0	0	6,226
Total	0	0	0	0	9,366	0	0	9,366

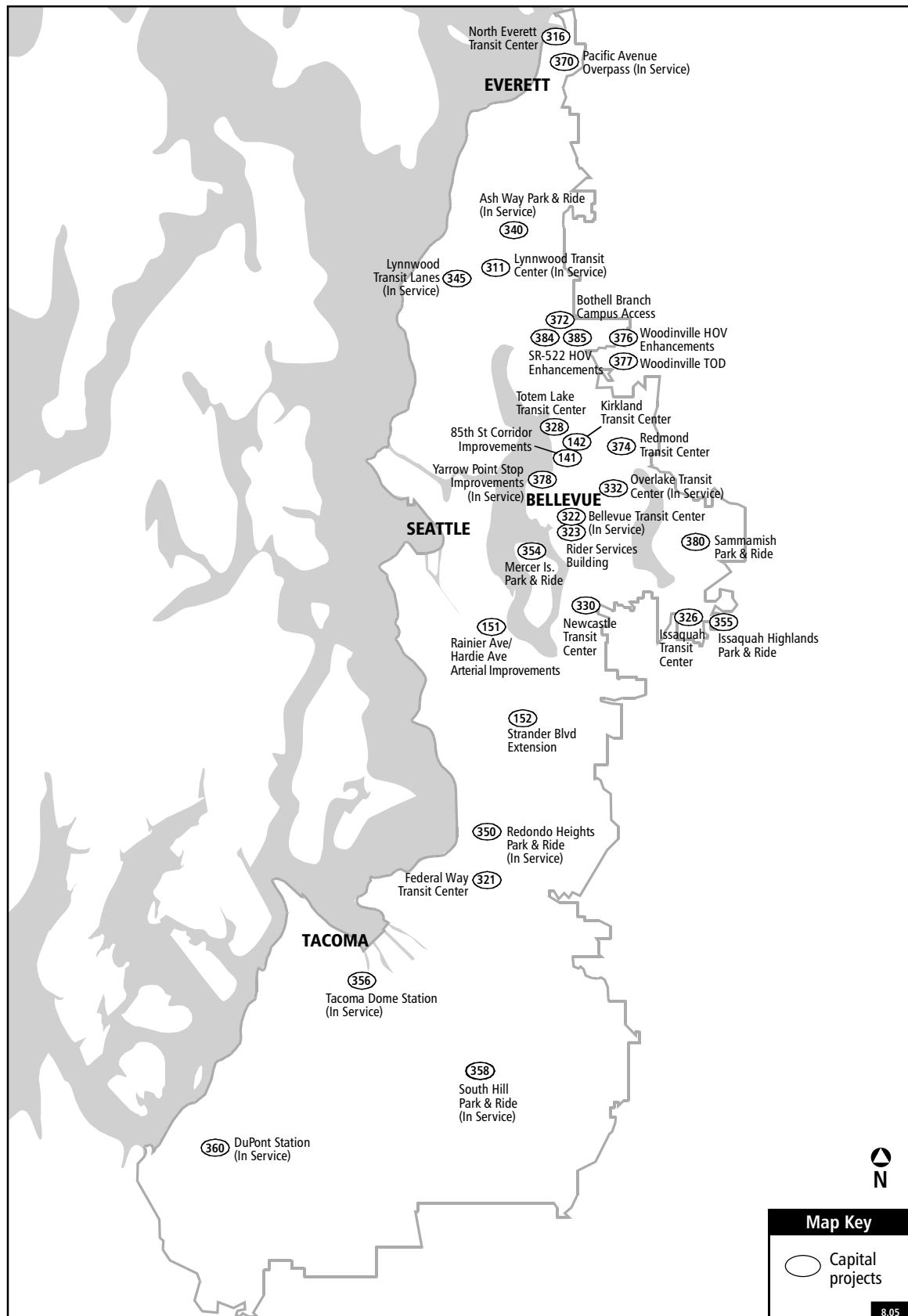
REGIONAL EXPRESS PROGRAM SUMMARY

The Regional Express program includes Community Connections and HOV Access projects.

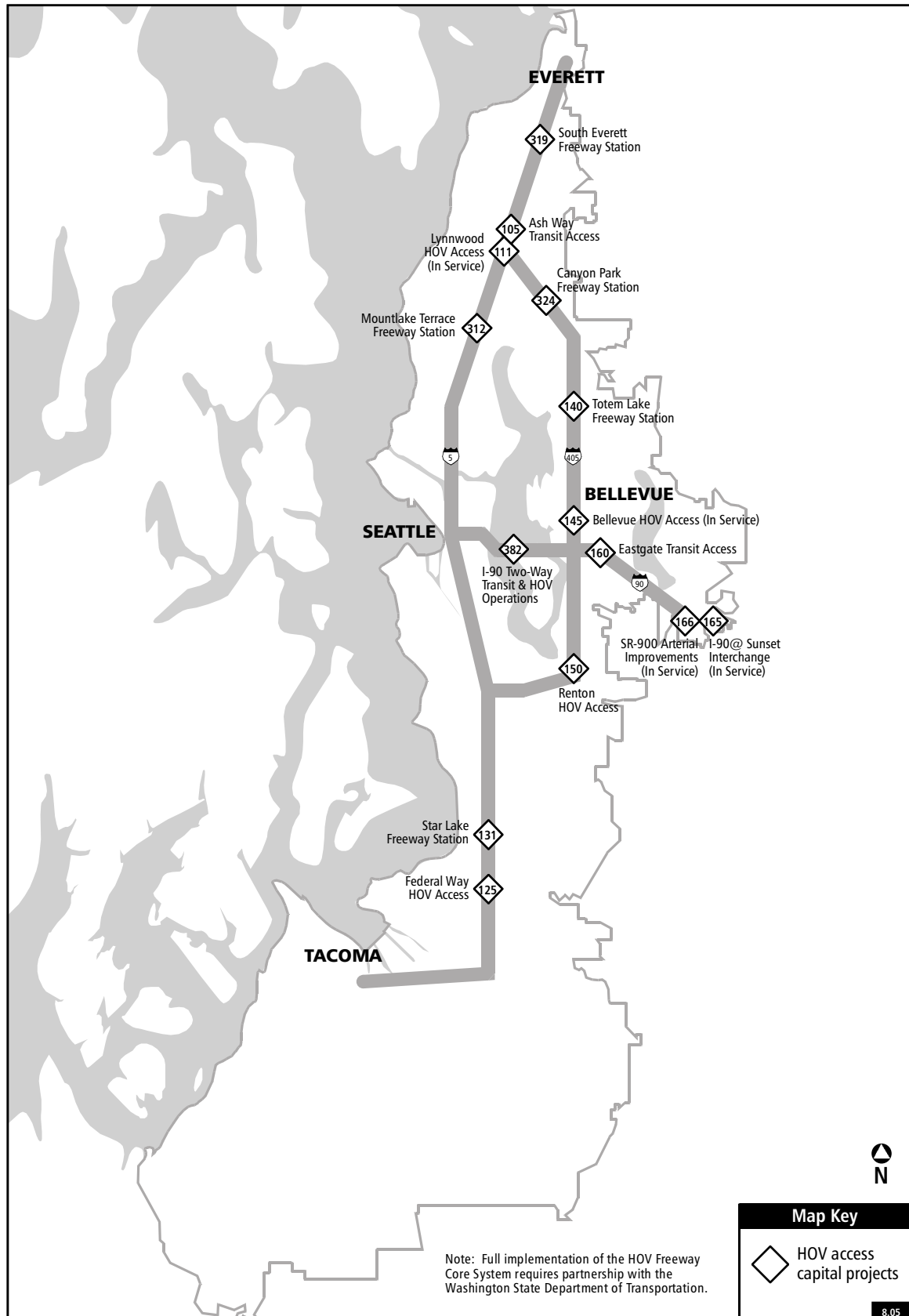
To maximize public access between regional and local transit systems, Sound Transit is completing a variety of Community Connection facilities, including transit centers, park-and-ride lots, and transit access improvements. These facilities will improve access to the regional transit system as well as connections to local transit services.

The HOV Access projects are being implemented through a partnership between Sound Transit and the Washington State Department of Transportation. Sound Transit is funding direct access ramps and freeway transit stations to make it easier for transit customers, vanpools, and carpools to access the HOV lanes on some of the region's most congested freeways.

REGIONAL EXPRESS CAPITAL PROJECTS - COMMUNITY CONNECTIONS



REGIONAL EXPRESS CAPITAL PROJECTS - HOV ACCESS



Regional Express 2006 Capital Plan

The Regional Express 2006 adopted lifetime (1997–2009) budget is \$811.1 million with a 2006 adopted annual spending plan of \$59.7 million (in YOE dollars). The yearly spending plan reflects a reduction of \$27.6 million compared to the adopted 2005 spending plan. The reduction in spending projections reflects the completion or near completion of the construction in 2005 of the program's major projects, including the Lynnwood HOV Access project, Lynnwood Transit Center project, Federal Way Transit Center project, and Federal Way Transit Access project.

Expenditures for 2006 in Regional Express will be lower as compared to 2005, although there will be an upswing in construction activity with the North Everett Transit Center, South Everett Freeway Station, Canyon Park Freeway Station, Issaquah Transit Center, Totem Lake Transit Center, Mercer Island Park-and-Ride, I-90 Two-Way Transit and HOV Operations (Stage 1), the Bothell Branch Campus Access projects joining the Totem Lake Freeway Station, Eastgate Transit Access, Bellevue Rider Services Building, Woodinville Arterial HOV Enhancements, and the Issaquah Highlands Park-and-Ride projects already underway.

The Pierce County projects in the Regional Express program have been in service since 2004.

Major activity in South King County will be concluded in 2006 with the beginning of service at the Federal Way Transit Center and HOV Access projects in the first quarter of 2006. The Star Lake Freeway Station project is currently on hold as staff works with the Cities of Kent and Federal Way and WSDOT to identify viable alternatives.

The Snohomish County program has three projects remaining to be completed: South Everett Freeway Station, Mountlake Terrace Freeway Station, and City of Everett-led North Everett Transit Center project. These three projects are in final design and the latest of these is expected to be in service in 2009.

In East King County, Regional Express management is focused on completing the design of the remaining program and advancing these projects into construction through the completion of *Sound Move*.

Changes in the Adopted 2006 Budget

New Projects (Pending Board Approval):

- 151 – Amendment to *Sound Move* to add Rainier Avenue/Hardie Avenue arterial improvements (\$15.7 million).
- 152 – Amendment to *Sound Move* to add Strander Boulevard extension (\$4.2 million).

These two new projects are funded through a transfer of \$19.9 million in project funds from the Renton HOV Access/N 8th project (#150) to the East King County program reserve.

- 377 – Woodinville TOD Project (\$5.0 million). The project has been transferred to Capital Projects from the Transit Oriented Development Division.

Budget Changes/Program Reserve Management

Transfer of Program Funds to and from Other Departments:

- Operation Costs for Transit Facilities: Capital Projects moved the budgets for on-going post-construction monitoring and mitigation contracts for operating facilities to the Transportation Services Department.
- South King County Program Reserves: Capital Projects transferred the remaining South King County program reserves of \$1.0 million to the Link capital program for Airport Link as directed by the board.

- Star Lake Freeway Station/S 272nd: Capital Projects transferred \$20.7 million to the Link Program for Airport Link as directed by the board. \$4.1 million has been retained in the Regional Express Star Lake Freeway Station project to cover costs to date, and to advance the project into the preliminary engineering/environmental documentation phase as funding for a feasible alternative becomes available from project partners.

Transfers to and from Capital Program Subarea Reserves

East King County:

- Totem Lake Freeway Station: Transferred \$231 thousand from program reserves to the *STart* program for the artistic wall treatment at Totem Lake Freeway Station, as directed by the board.
- Bellevue Rider Services Building: Decreased project budget by \$911 thousand and transferred to program reserves. The project will be constructed and opened for service in early 2006.
- Issaquah Highlands Park-and-Ride: Increased project budget by \$103 thousand from program reserves for increased administrative overhead costs.
- Bellevue HOV Access: Decreased project budget by \$7.4 million in realized savings and transfer to program reserves. This project realized cumulative savings of \$32.2 million.
- Totem Lake Transit Center: Decreased project budget by \$5.0 million in project savings and transferred to program reserves.
- Mercer Island Park-and-Ride: Increased project budget by \$997 thousand due to increased construction, overhead, and project contingency.

Snohomish County:

- South Everett Freeway Station: In January, 2005, Resolution R2005-04 increased the project budget by \$4.2 million. Approximately \$8.7 million has been added to the project budget with the 2006 budget to reflect contributions from the City of Everett.
- Lynnwood HOV Access: Decreased project budget by \$715 thousand and transferred to program reserves. This project has realized a cumulative project savings of \$4.9 million.
- Lynnwood Transit Center: Decreased project budget by \$458 thousand and transferred to program reserves. Project has a total cumulative project savings of \$2.54 million.

Regional Express Schedule Changes

Old Completion Date/New Completion Date in bold

Project	2005	2006	2007	2008	2009
141 – 85 th Corridor Related Improvements <u>Project Lead – King County Metro</u>				<i>Q2 2008</i> Q1 2008	
384 – SR522 HOV Enhancements Kenmore <u>Project Lead – City of Kenmore</u>				<i>Q2 2008</i>	Q2 2009
374 – Redmond Transit Center <u>Project Lead – King County Metro</u>			Q2 2007	<i>Q1 2008</i>	
316 – N Everett Transit Center <u>Project Lead – City of Everett</u>		Q1 2006		<i>Q1 2008</i>	

The completion dates above reflect when construction is substantially complete and the facility will be open for service. These dates do not include the project closeout effort, which can extend between twelve to eighteen months beyond the completion of construction as occupancy permits are issued, liens released, final invoices are processed, claims are negotiated and settled, and remaining budget is returned to program reserves.

Baseline Budgets and Schedules

The following is a list of only active projects with baselines established or scheduled to have a baseline project budget and schedule established in 2005.

Projects Baselined in 2005

- Mountlake Terrace Freeway Station (312)
- South Everett Freeway Station (319)
- Canyon Park Freeway Station (324)
- Issaquah Transit Center (326)
- Mercer Island Park-and-Ride (354)
- Bothell Branch Campus Access (372)
- Rainier Avenue/Hardie Avenue Arterial Improvements (151)
- Strander Boulevard Extension (152)
- Yarrow Point Stop Improvements (378)

Regional Express

2006 Adopted Capital Outlays by Subarea

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	92,497	6,493	4,373	28,663	33,501	0	0	165,528
South King County	36,398	28,585	1,471	11,339	733	168	0	78,694
East King County	148,750	43,449	53,847	132,041	76,887	90,875	0	545,849
Pierce County	21,075	0	0	0	0	0	0	21,075
Regional Express	298,721	78,527	59,691	172,043	111,121	91,043	0	811,147

2006 Adopted Capital Outlays by Phase

Phase	1997-2004	2005	2006	2007	2008	2009	2010	Total
10 Agency Administration	15,601	4,208	3,516	10,191	4,172	4,083	0	41,771
20 Pre-Engineering/Env Review	44,800	1,829	2,519	3,738	0	0	0	52,885
30 Final Design and Specification	25,203	5,912	9,923	8,440	3,987	341	0	53,806
40 ROW Acquisition and Permits	41,542	2,062	2,562	10,335	5,590	0	0	62,091
50 Construction	171,575	64,516	40,187	118,616	57,548	59,049	0	511,491
90 Contingency	0	0	985	20,723	39,826	27,570	0	89,103
Regional Express	298,721	78,527	59,691	172,043	111,121	91,043	0	811,147

2006 Adopted Budget by Project

Regional Express

Project Number and Name	1997-2004	2005	2006	2007	2008	2009	2010	Total
105 Ash Way Transit Access/164th SW	12,909	3,295	272	1,152	799	0	0	18,428
111 Lynnwood HOV Access/46th Ave W	----- In Service -----							26,241
125 Federal Way HOV Access/S 317th	12,104	11,663	442	8,410	0	0	0	32,618
131 Star Lake Freeway Station/S 272nd	3,094	0	0	117	733	168	0	4,113
135 I-405 at Southcenter	----- Closed -----							55
140 Totem Lake Freeway Station/NE 128th	11,769	16,745	16,952	30,005	10,404	0	0	85,875
141 85th Corridor/Related Improvements	1,077	60	1,114	3,741	2,460	0	0	8,453
142 Kirkland Transit Center/3rd	0	0	439	3,896	5,753	3,212	0	13,300
145 Bellevue HOV Access	----- In Service -----							73,513
150 Renton HOV Access/N 8th	3,157	134	0	3,896	8,118	51,771	0	67,075
151 Rainier Ave/Hardie Ave Arterial Imprvmnts	0	0	3,523	6,425	5,726	0	0	15,675
152 Strander Boulevard Extension	0	0	611	792	1,752	1,054	0	4,208
160 Eastgate Transit Access/142nd Ave SE	4,356	10,128	5,216	19,209	0	0	0	38,908
165 I-90 at Sunset Interchange	----- In Service -----							9,185
166 SR900 Park & Ride Arterial Imprvmnts	----- In Service -----							7,394
311 Lynnwood Transit Ctr/46th Ave W	----- In Service -----							31,146
312 Mountlake Terrace Frwy Station/236th SW	1,198	965	1,887	7,280	14,216	0	0	25,545
314 S Everett Transit Center	----- Closed -----							31
316 N Everett TC/Everett Comm College	108	0	61	1,529	0	0	0	1,698
319 S Everett Frwy Station/112th SE	3,046	1,584	1,807	16,431	16,088	0	0	38,956
321 Federal Way Transit Ctr/S 317th	19,410	16,204	1,029	2,812	0	0	0	39,455
322 Bellevue Transit Center/NE 6th	----- In Service -----							15,518
323 Bellevue Rider Services Bldg	640	982	1,867	12	0	0	0	3,501
324 Canyon Park Freeway Station/I-405	889	809	2,705	4,729	0	0	0	9,132
326 Issaquah Transit Center/SR900	1,083	2,099	5,953	17,227	3,121	0	0	29,482
328 Totem Lake TC/Evergreen Medical Ctr	721	90	1,372	5,561	0	0	0	7,743
330 Newcastle Transit Center/SE 70th	178	30	0	1	0	7,014	0	7,223
332 Overlake Transit Center/NE 40th	----- In Service -----							10,943
340 Ash Way Park & Ride	----- In Service -----							1,114
342 Swamp Creek HOV and Park & Ride	----- Closed -----							303
345 Lynnwood SR99 Transit Lanes	----- In Service -----							2,546
346 East Everett Park & Ride	----- Closed -----							86
350 Redondo Heights Park & Ride/SR99	----- In Service -----							2,444
352 Other Park & Ride Expansion	----- Closed -----							10
353 Mercer Island TC/Mercer Way	----- Closed -----							0
354 Mercer Island Park & Ride/N Mercer Way	1,496	890	3,852	8,072	0	0	0	14,310
355 Issaquah Highlands Park & Ride	24	5,109	2,983	0	0	0	0	8,116
356 Tacoma Dome Station	----- In Service -----							10,805
358 South Hill Park & Ride/94th Ave E	----- In Service -----							5,625
360 Dupont Station/Wilmington Dr	----- In Service -----							4,287
362 SR512 Park & Ride Expansion	----- Closed -----							357
370 Pacific Avenue Overpass	----- In Service -----							16,796
372 Bothell Branch Campus Access	240	122	1,084	2,414	0	0	0	3,860
374 Redmond Transit Center/NE 83rd	358	-23	256	3,651	2,689	0	0	6,931
376 Woodinville Arterial HOV/SR202/SR522	827	562	409	0	0	0	0	1,798
377 Woodinville TOD	0	0	932	3,699	448	0	0	5,079
378 Yarrow Point Stop Improvements	27	16	82	25	0	0	0	150
380 South Sammamish Park & Ride	3,481	2,146	651	1,486	0	0	0	7,764
382 I-90 Two-Way Transit & HOV Operations	4,965	979	2,972	7,424	8,880	15,168	0	40,389
384 SR522 HOV Enhancements/Kenmore	755	-168	544	1,532	5,007	1,121	0	8,791

2006 Adopted Budget by Project

Regional Express

Project Number and Name	1997-2004	2005	2006	2007	2008	2009	2010	Total
385 SR522 HOV Enhancements/Bothell	0	330	221	2,190	5,352	479	0	8,572
395 Funds for Other Projects	----- Closed -----							31
999 REX Program Reserve	0	0	0	4,936	19,576	11,058	0	35,569
Regional Express	298,721	78,527	59,691	172,043	111,121	91,043	0	811,147

Regional Express

Project

105 Ash Way Transit Access/164th SW

Description

Scope: This project provides transit-only direct-access ramps at 164th Street SW and I-5 in Snohomish County. The ramps connect the Ash Way Park-and-Ride lot to the HOV lanes on I-5 for Community Transit (CT) and Sound Transit Express buses to service points south, including Lynnwood and Seattle. The direct access ramps are in service. This project also includes mitigation, within the city limits of Kenmore, for the loss of 0.41 acres of wetlands within the Swamp Creek Basin.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	18,428
2005 Adopted Budget (in YOES\$000)	18,428
2006 Adopted Budget (in YOES\$000)	18,428

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	12,909	3,295	272	1,152	799	0	0	18,428
Total	12,909	3,295	272	1,152	799	0	0	18,428

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	596	157	28	138	80	0	0	999
Pre-Engineering/Env Review	1,144	0	0	0	0	0	0	1,144
Final Design and Specification	1,596	30	31	57	0	0	0	1,715
Construction	9,574	3,108	213	957	0	0	0	13,851
Contingency	0	0	0	0	719	0	0	719
Total	12,909	3,295	272	1,152	799	0	0	18,428

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2005

Comment

Budget risk due to unresolved total construction cost resulting from evaluation of contractor claim.

Regional Express

Project

111 Lynnwood HOV Access/46th Ave W

Description

Project is in service.

Summaries

Baseline (in YOES\$000)	31,157
2005 Adopted Budget (in YOES\$000)	26,956
2006 Adopted Budget (in YOES\$000)	26,241

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	24,945	552	346	398	0	0	0	26,241
Total	24,945	552	346	398	0	0	0	26,241

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	1,408	30	6	7	0	0	0	1,451
Pre-Engineering/Env Review	3,263	0	0	6	0	0	0	3,269
Final Design and Specification	1,686	0	0	0	0	0	0	1,686
ROW Acquisition and Permits	2,907	0	0	1	0	0	0	2,908
Construction	15,681	522	340	309	0	0	0	16,852
Contingency	0	0	0	75	0	0	0	75
Total	24,945	552	346	398	0	0	0	26,241

Risk Assessment :

Status: Closeout

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2004

2006 Budget Schedule: 2004

Regional Express

Project

125 Federal Way HOV Access/S 317th

Description

Scope: Direct access ramps for bus and carpool access between HOV lanes on I-5 and S 317th Street. The project will allow faster and more reliable connections to the Federal Way Transit Center/S. 317th (Project 321) and downtown Federal Way. The project supports the creation of a new regional transit hub and enhances connections between the City of Federal Way and other urban centers throughout the region.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	32,618
2005 Adopted Budget (in YOES\$000)	32,618
2006 Adopted Budget (in YOES\$000)	32,618

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	12,104	11,663	442	8,410	0	0	0	32,618
Total	12,104	11,663	442	8,410	0	0	0	32,618

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	700	676	123	290	0	0	0	1,790
Pre-Engineering/Env Review	2,396	0	0	3	0	0	0	2,399
Final Design and Specification	1,829	5	0	0	0	0	0	1,833
ROW Acquisition and Permits	1,174	158	0	93	0	0	0	1,424
Construction	6,005	10,824	0	6,728	0	0	0	23,557
Contingency	0	0	319	1,296	0	0	0	1,614
Total	12,104	11,663	442	8,410	0	0	0	32,618

Risk Assessment :

Status: Construction

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2007

Regional Express

Project

131 Star Lake Freeway Station/S 272nd

Description

Scope: An in-line transit station to be located in the I-5 median north of South 272nd Street in Kent to provide convenient customer access to I-5 service without requiring buses to exit the freeway, improving bus speed and reliability.

Changes since 2005 budget: Lifetime capital budget was reduced by \$20.7M by Board action in July 2005 and transferred to the Airport Link project.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	24,826
2006 Adopted Budget (in YOES\$000)	4,113

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	3,094	0	0	117	733	168	0	4,113
Total	3,094	0	0	117	733	168	0	4,113

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	213	0	0	19	0	0	0	231
Pre-Engineering/Env Review	1,465	0	0	0	0	0	0	1,465
Final Design and Specification	259	0	0	0	0	0	0	259
Construction	1,157	0	0	0	0	0	0	1,157
Contingency	0	0	0	99	733	168	0	1,000
Total	3,094	0	0	117	733	168	0	4,113

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Schedule Risk level: HIGH

2005 Budget Schedule: 2007

2006 Budget Schedule: TBD

Budget Risk Level: HIGH

- ☒ Right of Way Costs
- ☒ Scope Escalation/Change
- ☒ Design and Environmental regulations
- ☒ Unexpected Finding During Engineering
- ☒ Limited Budget Basis
- ☒ Shared Project funding
- ☒ Utilities Relocation ☐ Project Location
- ☒ Coordination

Regional Express

Project

140 Totem Lake Freeway Station/NE 128th

Description

Scope: The Totem Lake Freeway Station project will connect NE 128th Street across I-405 and provide direct access to/from the northbound and southbound HOV lanes on I-405. It will serve the Totem Lake area of Kirkland including the Kingsgate Park-and-Ride and the proposed Totem Lake Transit Center to be located on the Evergreen Hospital campus. The project will provide for improved east/west local mobility across I-405 and bus and carpool access to and from I-405 at NE 128th Street.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	85,875
2005 Adopted Budget (in YOES\$000)	85,875
2006 Adopted Budget (in YOES\$000)	85,875

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	11,769	16,745	16,952	30,005	10,404	0	0	85,875
Total	11,769	16,745	16,952	30,005	10,404	0	0	85,875

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	846	916	852	1,936	65	0	0	4,614
Pre-Engineering/Env Review	6,297	-14	0	0	0	0	0	6,283
Final Design and Specification	4,150	488	0	446	0	0	0	5,084
ROW and Construction	476	15,355	16,100	27,623	0	0	0	59,554
Contingency	0	0	0	0	10,339	0	0	10,339
Total	11,769	16,745	16,952	30,005	10,404	0	0	85,875

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Regional Express

Project

141 85th Corridor/Related Improvements

Description

Scope: The project includes street widening, traffic signals, sidewalk improvements, and bus shelters at various intersections in Kirkland and Redmond to enhance reliability and connections to Sound Transit Express Route 540 (service between Redmond, the University of Washington and downtown Seattle). Sound Transit is also participating in a transit signal project led by the City of Redmond.

The design, ROW acquisition and construction will be led by the Cities of Redmond and Kirkland for their respective elements upon authorization by the Sound Transit Board to enter into an agreement for this purpose.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	8,453
2005 Adopted Budget (in YOES\$000)	8,453
2006 Adopted Budget (in YOES\$000)	8,453

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	1,077	60	1,114	3,741	2,460	0	0	8,453
Total	1,077	60	1,114	3,741	2,460	0	0	8,453

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	103	1	56	243	147	0	0	550
Pre-Engineering/Env Review	665	300	0	10	0	0	0	974
Final Design and Specification	240	-197	578	252	0	0	0	873
ROW Acquisition and Permits	9	0	0	690	0	0	0	699
Construction	60	-43	480	2,547	2,143	0	0	5,187
Contingency	0	0	0	0	169	0	0	169
Total	1,077	60	1,114	3,741	2,460	0	0	8,453

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2008

Regional Express

Project

142 Kirkland Transit Center/3rd

Description

Scope: This project is a new transit center in Kirkland on Third Street south of Central Way. The new transit center will accommodate existing and anticipated bus service by King County Metro and Sound Transit Regional Express routes. The project also includes intersection improvements between the transit center and I-405 to enhance bus speed and reliability. This project was added to Sound Move as part of the 2005 Budget. Pending scope definition a phase level budget will be developed.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	13,300
2006 Adopted Budget (in YOES\$000)	13,300

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	0	0	439	3,896	5,753	3,212	0	13,300
Total	0	0	439	3,896	5,753	3,212	0	13,300

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	0	23	215	296	166	0	700
Pre-Engineering/Env Review	0	0	416	634	0	0	0	1,050
Contingency	0	0	0	3,047	5,457	3,047	0	11,550
Total	0	0	439	3,896	5,753	3,212	0	13,300

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2009

2006 Budget Schedule: TBD

Regional Express

Project

145 Bellevue HOV Access

Description

Project is in service.

Summaries

Baseline (in YOES\$000)	82,903
2005 Adopted Budget (in YOES\$000)	80,895
2006 Adopted Budget (in YOES\$000)	73,513

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	69,908	2,512	47	1,046	0	0	0	73,513
Total	69,908	2,512	47	1,046	0	0	0	73,513

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	3,571	154	22	575	0	0	0	4,321
Pre-Engineering/Env Review	1,409	-1	0	1	0	0	0	1,409
Final Design and Specification	4,039	0	0	0	0	0	0	4,039
ROW Acquisition and Permits	8,143	38	0	322	0	0	0	8,503
Construction	52,745	2,321	25	0	0	0	0	55,067
Contingency	0	0	0	148	0	0	0	173
Total	69,908	2,512	47	1,046	0	0	0	73,513

Risk Assessment :

Status: Closeout

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2005

Regional Express

Project

150 Renton HOV Access/N 8th

Description

Scope: Construct an HOV interchange on I-405 at North 8th Street in north Renton.

Changes since 2005 budget: Project budget was reduced by \$19.9M and transferred to the East King County Program Reserve to reflect an agreement with the Cities of Renton and Tukwila to reduce the budget for this project, to add projects to Sound Move for arterial improvements on Hardie and Rainier Avenues (Project 151) and Strander Boulevard (Project 152).

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	86,958
2006 Adopted Budget (in YOES\$000)	67,075

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	3,157	134	0	3,896	8,118	51,771	0	67,075
Total	3,157	134	0	3,896	8,118	51,771	0	67,075

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	340	36	0	214	409	2,613	0	3,613
Pre-Engineering/Env Review	2,814	48	0	61	0	0	0	2,923
Final Design and Specification	0	50	0	504	3,622	341	0	4,517
ROW and Construction	3	0	0	3,117	4,087	48,723	0	55,930
Contingency	0	0	0	0	0	93	0	93
Total	3,157	134	0	3,896	8,118	51,771	0	67,075

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: MEDIUM

- ☒ Right of Way Costs
- ☒ Scope Escalation/Change
- ☒ Design and Environmental regulations
- ☒ Unexpected Finding During Engineering
- ☒ Limited Budget Basis
- ☒ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: HIGH

2005 Budget Schedule: 2009

2006 Budget Schedule: TBD

Comment

Budget and Schedule risks are due to lack of funds for WSDOT I-405 project in north Renton, which must be built simultaneously with the HOV Access project.

Regional Express

Project

151 Rainier Ave/Hardie Ave Arterial
Imprvmnts

Description

Scope: This project will add Business and Transit Access Lanes (BAT Lanes), sidewalks, medians on Hardie Ave between Rainier Ave and Sunset Boulevard. The existing BNSF Railroad Bridge will be widened to accommodate the improvements. A Transit Only traffic signal will be installed at the intersection of Hardie and Rainier Avenues. Rainier Avenue will be reconstructed between S 2nd Street and S 4th Place with access control elements, sidewalk, bus stop improvements and a transit signal priority system. An eastbound queue jump on S 3rd Street at Rainier Avenue will be constructed as part of the Rainier Avenue improvements. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at \$15.0 M.

Changes since 2005 budget: Pending Board approval of an amendment to Sound Move in 2005, funds will be transferred from the East King County Program Reserve.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	15,675

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	0	0	3,523	6,425	5,726	0	0	15,675
Total	0	0	3,523	6,425	5,726	0	0	15,675

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	0	174	318	283	0	0	775
Pre-Engineering/Env Review	0	0	1,810	690	0	0	0	2,500
Final Design and Specification	0	0	470	1,230	0	0	0	1,700
ROW and Construction	0	0	1,070	4,187	5,443	0	0	10,700
Total	0	0	3,523	6,425	5,726	0	0	15,675

Risk Assesment :

Status: Conceptual

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: NA

2006 Budget Schedule: 2008

Regional Express

Project

152 Strander Boulevard Extension

Description

Scope: Strander Boulevard will be extended, as a five lane arterial, between the East Valley Highway and West Valley Highway. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at \$4.0M for the design, ROW and construction costs for the project's transit related elements (transit queue jumps at Lind Avenue, Oaksdale and the Boeing Access Road) and a pro-rated share of the frontage improvements.

Changes since 2005 budget: Pending Board approval of an amendment to Sound Move in 2005, funds will be transferred from the East King County Program Reserve.

Summaries

Baseline (in YOE\$000)	0
2005 Adopted Budget (in YOE\$000)	0
2006 Adopted Budget (in YOE\$000)	4,208

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	0	0	611	792	1,752	1,054	0	4,208
Total	0	0	611	792	1,752	1,054	0	4,208

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	0	30	39	87	52	0	208
Final Design and Specification	0	0	316	109	0	0	0	425
ROW and Construction	0	0	265	643	1,665	1,002	0	3,575
Total	0	0	611	792	1,752	1,054	0	4,208

Risk Assessment :

Status: Conceptual

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: NA

2006 Budget Schedule: 2009

Regional Express

Project

160 Eastgate Transit Access/142nd Ave SE

Description

Scope: Eastgate access ramps will connect the existing 142nd Place SE bridge to the I-90 HOV lanes. The ramps, designated transit-only, will provide a more direct connection to the existing Eastgate Park-and-Ride for buses traveling the I-90 corridor. Bus stops at the top of the ramps will provide additional transit routing options for both Sound Transit and King County Metro (KCM) services.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	38,908
2005 Adopted Budget (in YOES\$000)	38,908
2006 Adopted Budget (in YOES\$000)	38,908

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	4,356	10,128	5,216	19,209	0	0	0	38,908
Total	4,356	10,128	5,216	19,209	0	0	0	38,908

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	325	559	307	877	0	0	0	2,067
Pre-Engineering/Env Review	2,086	10	228	0	0	0	0	2,324
Final Design and Specification	1,944	291	0	417	0	0	0	2,652
ROW and Construction	1	9,269	4,681	11,727	0	0	0	25,678
Contingency	0	0	0	6,187	0	0	0	6,187
Total	4,356	10,128	5,216	19,209	0	0	0	38,908

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Regional Express

Project

311 Lynnwood Transit Ctr/46th Ave W

Description

Project is in service.

Summaries

Baseline (in YOES\$000)	33,684
2005 Adopted Budget (in YOES\$000)	31,604
2006 Adopted Budget (in YOES\$000)	31,146

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	29,860	196	0	1,091	0	0	0	31,146
Total	29,860	196	0	1,091	0	0	0	31,146

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	1,442	23	0	321	0	0	0	1,786
Pre-Engineering/Env Review	1,713	0	0	38	0	0	0	1,751
Final Design and Specification	2,457	0	0	0	0	0	0	2,457
ROW Acquisition and Permits	11,537	1	0	7	0	0	0	11,544
Construction	12,711	173	0	700	0	0	0	13,583
Contingency	0	0	0	25	0	0	0	25
Total	29,860	196	0	1,091	0	0	0	31,146

Risk Assessment :

Status: Closeout

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2004

2006 Budget Schedule: 2004

Regional Express

Project

312 Mountlake Terrace Frwy Station/236th SW

Description

Scope: The Mountlake Terrace Freeway Station project is an in-line station in the I-5 median near 236th Street SW with a pedestrian connection to the Mountlake Terrace Park-and-Ride. Due to a half-diamond interchange, Sound Transit Express does not stop at the Mountlake Terrace Park-and-Ride. The in-line station will enable Sound Transit Express, operating in the I-5 corridor, to serve Mountlake Terrace and the park-and-ride lot.

Changes since 2005 budget: The project budget was amended by the Board in June 2005 by \$21.7M to fully fund the project.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	3,806
2006 Adopted Budget (in YOES\$000)	25,545

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	1,198	965	1,887	7,280	14,216	0	0	25,545
Total	1,198	965	1,887	7,280	14,216	0	0	25,545

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	82	50	93	361	698	0	0	1,285
Pre-Engineering/Env Review	1,114	908	0	777	0	0	0	2,800
Final Design and Specification	1	6	1,794	778	0	0	0	2,580
ROW Acquisition and Permits	0	0	0	200	0	0	0	200
Construction	0	0	0	5,163	11,437	0	0	16,600
Contingency	0	0	0	0	2,080	0	0	2,080
Total	1,198	965	1,887	7,280	14,216	0	0	25,545

Risk Assessment :

Status: Final Design

Estimate Type: PE/ED

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: TBD

2006 Budget Schedule: 2008

Regional Express

Project

316 N Everett TC/Everett Comm College

Description

Scope: This project is a transit center to be built in the vicinity of the Everett Community College. Sound Transit's contribution is capped at \$1.4M. The City is lead for all phases of the project. The City will complete the environmental documentation required for the project, which Sound Transit will rely upon before reimbursing project costs.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	2,287
2005 Adopted Budget (in YOES\$000)	1,698
2006 Adopted Budget (in YOES\$000)	1,698

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	108	0	61	1,529	0	0	0	1,698
Total	108	0	61	1,529	0	0	0	1,698

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	15	0	3	80	0	0	0	98
Pre-Engineering/Env Review	67	0	5	85	0	0	0	157
Final Design and Specification	1	0	53	0	0	0	0	54
ROW Acquisition and Permits	25	0	0	1,000	0	0	0	1,025
Construction	0	0	0	364	0	0	0	364
Total	108	0	61	1,529	0	0	0	1,698

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Regional Express

Project

319 S Everett Frwy Station/112th SE

Description

Scope: The project will provide a 400-stall park-and-ride lot, direct access to the HOV lanes on I-5, and a connection between the park-and-ride and the 112th Street SE crossing over I-5. The park-and-ride will be located in the freeway median just north of 112th Street SE in South Everett, near Silver Lake. The project also includes passenger platforms and shelters. The project will add three lanes to 112th Street SE where it crosses over I-5, for a total of five lanes. One lane is required for access between the proposed park-and-ride and 112th Street SE and two lanes are required for general purpose traffic as part of the City of Everett's 112th Street SE widening project.

Changes since 2005 budget: Changes since 2005 budget: In January, 2005, Resolution R2005-04 increased the project budget by transferring \$4.2M from the Regional Express Program Reserve in Snohomish County. Approximately \$8.7M is being added to the project budget to reflect contributions from the City of Everett (December 2005).

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	26,075
2006 Adopted Budget (in YOES\$000)	38,956

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	3,046	1,584	1,807	16,431	16,088	0	0	38,956
Total	3,046	1,584	1,807	16,431	16,088	0	0	38,956

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	240	82	89	834	792	0	0	2,038
Pre-Engineering/Env Review	2,726	156	0	193	0	0	0	3,075
Final Design and Specification	42	1,299	1,614	581	0	0	0	3,536
ROW and Construction	38	47	104	14,823	14,811	0	0	29,822
Contingency	0	0	0	0	485	0	0	485
Total	3,046	1,584	1,807	16,431	16,088	0	0	38,956

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2008

Comment

Baselined in December 2005. Budget risk due to rising construction costs.

Regional Express

Project

321 Federal Way Transit Ctr/S 317th

Description

Scope: A new transit center, including a five level parking structure in downtown Federal Way City, connecting to I-5 HOV lanes via S 317th and the new Federal Way HOV Access project (Project 125). The parking structure will provide approximately 1,200 parking stalls.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	38,455
2005 Adopted Budget (in YOES\$000)	39,455
2006 Adopted Budget (in YOES\$000)	39,455

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
South King County	19,410	16,204	1,029	2,812	0	0	0	39,455
Total	19,410	16,204	1,029	2,812	0	0	0	39,455

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	1,179	1,029	29	27	0	0	0	2,264
Pre-Engineering/Env Review	1,545	0	0	27	0	0	0	1,573
Final Design and Specification	1,475	176	0	150	0	0	0	1,801
ROW Acquisition and Permits	6,539	-65	0	373	0	0	0	6,847
Construction	8,671	15,063	1,000	1,746	0	0	0	26,480
Contingency	0	0	0	490	0	0	0	490
Total	19,410	16,204	1,029	2,812	0	0	0	39,455

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: MEDIUM

- ☒ Right of Way Costs
- ☒ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☒ Unexpected Finding During Engineering
- ☒ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation
- ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2006

Regional Express

Project

323 Bellevue Rider Services Bldg

Description

Scope: This project is a Rider Services Building which will feature rider information, a bike area, a Bellevue Police outpost, City of Bellevue and community information, public restrooms, and sidewalk improvements adjacent to the Bellevue Transit Center completed in 2002.

Changes since 2005 budget: Transferred savings of \$911K to East King County Program Reserve.

Summaries

Baseline (in YOES\$000)	4,412
2005 Adopted Budget (in YOES\$000)	4,412
2006 Adopted Budget (in YOES\$000)	3,501

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	640	982	1,867	12	0	0	0	3,501
Total	640	982	1,867	12	0	0	0	3,501

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	47	62	64	0	0	0	0	173
Final Design and Specification	549	33	0	0	0	0	0	583
ROW Acquisition and Permits	45	27	99	0	0	0	0	171
Construction	-2	859	1,576	0	0	0	0	2,434
Contingency	0	0	128	12	0	0	0	140
Total	640	982	1,867	12	0	0	0	3,501

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2005

2006 Budget Schedule: 2006

Regional Express

Project

324 Canyon Park Freeway Station/I-405

Description

Scope: This project provides a freeway station on the southbound ramp to I-405 at the SR527/I-405 interchange in the Bothell/Canyon Park area to improve transit access speed and reliability. A new pedestrian bridge will connect the proposed transit station on the I-405 southbound on-ramp to the existing Canyon Park Park-and-Ride. The project eliminates the circuitous route for southbound buses.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	9,132
2006 Adopted Budget (in YOES\$000)	9,132

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	889	809	2,705	4,729	0	0	0	9,132
Total	889	809	2,705	4,729	0	0	0	9,132

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	67	42	130	245	0	0	0	484
Pre-Engineering/Env Review	815	127	0	63	0	0	0	1,006
Final Design and Specification	4	638	407	220	0	0	0	1,268
ROW Acquisition and Permits	0	2	14	12	0	0	0	29
Construction	3	0	2,154	3,990	0	0	0	6,147
Contingency	0	0	0	199	0	0	0	199
Total	889	809	2,705	4,729	0	0	0	9,132

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Comment

Budget risk is due to rising construction costs. Engineer's estimate of construction indicates estimated project cost is within 10% of baselined project budget. A \$750,000 grant has been awarded to this project.

Regional Express

Project

326 Issaquah Transit Center/SR900

Description

Scope: A new Issaquah Transit Center at the existing Issaquah Park-and-Ride lot for Sound Transit and King County Metro services. The transit center will include a bus/customer platform to accommodate efficient transfers between regional and local routes, shelter, bus layover space, and a parking garage with up to 800 parking stalls. The City of Issaquah will fund \$1M of the project.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	29,482
2005 Adopted Budget (in YOES\$000)	29,482
2006 Adopted Budget (in YOES\$000)	29,482

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	1,083	2,099	5,953	17,227	3,121	0	0	29,482
Total	1,083	2,099	5,953	17,227	3,121	0	0	29,482

Capital Cost Elements

Cost Element	1997-04	2005	2006	2007	2008	2009	2010	Total
Agency Administration	104	111	335	1,030	175	0	0	1,755
Pre-Engineering/Env Review	821	27	0	34	0	0	0	882
Final Design and Specification	94	1,355	265	195	0	0	0	1,909
ROW and Construction	64	606	5,352	15,814	2,723	0	0	24,559
Contingency	0	0	0	154	223	0	0	377
Total	1,083	2,099	5,953	17,227	3,121	0	0	29,482

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Comment

Project has been baselined.

Regional Express

Project

328 Totem Lake TC/Evergreen Medical Ctr

Description

Scope: A new transit center on the ground floor of a medical office building on the Evergreen Campus, adjacent to the Totem Lake Mall. The six-bay transit center will include sheltered passenger waiting areas and bus layovers. The project will improve access for KCM service. The Evergreen Healthcare (King County Public Health District No. 2) is the lead for developing the transit center as part of the new medical center. Sound Transit's contribution to the transit center is capped at \$5.3M. Intersection improvements to 120th Avenue NE/NE 128th Avenue are also the responsibility of Sound Transit.

Changes since 2005 budget: Transferred savings of \$5.5M to program reserves.

Summaries

Baseline (in YOES\$000)	13,243
2005 Adopted Budget (in YOES\$000)	13,243
2006 Adopted Budget (in YOES\$000)	7,743

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	721	90	1,372	5,561	0	0	0	7,743
Total	721	90	1,372	5,561	0	0	0	7,743

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	64	8	121	507	0	0	0	702
Pre-Engineering/Env Review	539	-37	0	8	0	0	0	511
Final Design and Specification	42	136	1	96	0	0	0	275
ROW Acquisition and Permits	75	-17	200	470	0	0	0	728
Construction	0	0	747	3,812	0	0	0	4,559
Contingency	0	0	301	667	0	0	0	968
Total	721	90	1,372	5,561	0	0	0	7,743

Risk Assessment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Regional Express

Project

330 Newcastle Transit Center/SE 70th

Description

Scope: This project includes a four-bay on-street transit center on SE 70th Street/132nd Place SE in the City of Newcastle. Additional amenities to be considered during final design include improved pedestrian access/safety, shelters, and illumination. The project will improve customer access to King County Metro transit services.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	7,223
2006 Adopted Budget (in YOES\$000)	7,223

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	178	30	0	1	0	7,014	0	7,223
Total	178	30	0	1	0	7,014	0	7,223

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	23	2	0	0	0	405	0	430
Pre-Engineering/Env Review	149	28	0	1	0	0	0	178
Final Design and Specification	5	0	0	0	0	0	0	5
Construction	0	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	6,609	0	6,609
Total	178	30	0	1	0	7,014	0	7,223

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: HIGH

2005 Budget Schedule: 2009

2006 Budget Schedule: TBD

Regional Express

Project

354 Mercer Island Park & Ride/N Mercer Way

Description

Scope: This project increases the existing Mercer Island Park-and-Ride capacity by 200 stalls for a total of 450 stalls. The parking will be provided in a two-level parking garage. The project will also expand the bus boarding area and improve passenger amenities (shelters, bicycle lockers, pedestrian pathways, and lighting).

Changes since 2005 budget: Transfer of \$986K from the East King County Program Reserve. Budget increase due to increased construction cost and provision of appropriate project contingency.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	13,313
2006 Adopted Budget (in YOES\$000)	14,310

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	1,496	890	3,852	8,072	0	0	0	14,310
Total	1,496	890	3,852	8,072	0	0	0	14,310

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	111	67	238	503	0	0	0	919
Pre-Engineering/Env Review	1,345	76	0	88	0	0	0	1,509
Final Design and Specification	13	634	32	244	0	0	0	923
ROW Acquisition and Permits	27	73	0	86	0	0	0	186
Construction	0	39	3,583	6,091	0	0	0	9,714
Contingency	0	0	0	1,059	0	0	0	1,059
Total	1,496	890	3,852	8,072	0	0	0	14,310

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2007

2006 Budget Schedule: 2007

Comment

Project has been baselined.

Regional Express

Project

355 Issaquah Highlands Park & Ride

Description

Scope: This project provides a Sound Transit funding contribution for construction of the Issaquah Highlands Park-and-Ride. King County owns the property and led the design and construction of a 1,000-car parking garage with an adjoining transit center. The project is on a four acre site, located at 9th Avenue NE and Highlands Drive NE, north of the I-90/Sunset Interchange. Sound Transit's funding contribution to King County is capped at \$7.7 million.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	5,318
2005 Adopted Budget (in YOES\$000)	8,012
2006 Adopted Budget (in YOES\$000)	8,116

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	24	5,109	2,983	0	0	0	0	8,116
Total	24	5,109	2,983	0	0	0	0	8,116

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	24	109	361	0	0	0	0	493
Construction	0	5,000	2,622	0	0	0	0	7,622
Total	24	5,109	2,983	0	0	0	0	8,116

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2006

2006 Budget Schedule: 2006

Regional Express

Project

356 Tacoma Dome Station

Description

Project is in service.

Summaries

Baseline (in YOES\$000)	11,116
2005 Adopted Budget (in YOES\$000)	10,788
2006 Adopted Budget (in YOES\$000)	10,805

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Pierce County	10,805	0	0	0	0	0	0	10,805
Total	10,805	0	0	0	0	0	0	10,805

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	169	0	0	0	0	0	0	169
Pre-Engineering/Env Review	38	0	0	0	0	0	0	38
Construction	10,598	0	0	0	0	0	0	10,598
Total	10,805	0	0	0	0	0	0	10,805

Risk Assessment :

Status: Complete

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2002

2006 Budget Schedule: 2002

Regional Express

Project

372 Bothell Branch Campus Access

Description

Scope: Improvements to enhance transit access to the University of Washington/Cascadia Campus in Bothell. Improvements will include transit signal priority, re-channelization of the campus access road, modification of the existing bus loop, including installation of a traffic signal and shelters.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	3,860
2005 Adopted Budget (in YOES\$000)	3,860
2006 Adopted Budget (in YOES\$000)	3,860

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	240	122	1,084	2,414	0	0	0	3,860
Total	240	122	1,084	2,414	0	0	0	3,860

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	26	6	51	122	0	0	0	206
Pre-Engineering/Env Review	211	0	0	66	0	0	0	277
Final Design and Specification	3	115	0	185	0	0	0	303
ROW Acquisition and Permits	0	1	0	37	0	0	0	38
Construction	0	0	1,033	1,029	0	0	0	2,062
Contingency	0	0	0	973	0	0	0	973
Total	240	122	1,084	2,414	0	0	0	3,860

Risk Assessment :

Status: Final Design

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2006

2006 Budget Schedule: 2006

Regional Express

Project

374 Redmond Transit Center/NE 83rd

Description

Scope: The Redmond Transit Center is located on NE 83rd Street, adjacent to the Redmond Park-and-Ride. The project will provide six bus bays, six layover bays, shelters, widened sidewalks, improved pedestrian circulation, and landscaping. The project is a partnership between Sound Transit, King County Metro and the City of Redmond. Sound Transit's contribution is capped at \$6.0M.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	6,931
2005 Adopted Budget (in YOES\$000)	6,931
2006 Adopted Budget (in YOES\$000)	6,931

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	358	-23	256	3,651	2,689	0	0	6,931
Total	358	-23	256	3,651	2,689	0	0	6,931

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	31	-2	19	139	168	0	0	355
Pre-Engineering/Env Review	228	71	0	0	0	0	0	299
Final Design and Specification	80	-76	237	640	0	0	0	880
Construction	19	-15	0	2,521	2,521	0	0	5,045
Contingency	0	0	0	352	0	0	0	352
Total	358	-23	256	3,651	2,689	0	0	6,931

Risk Assessment :

Status: Preliminary Engineering

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2007

Regional Express

Project

376 Woodinville Arterial HOV/SR202/SR522

Description

Scope: This project adds a flyer stop on the SR522 eastbound off-ramp at SR202. Sound Transit and Community Transit will serve this new flyer stop and an existing companion stop on the westbound on-ramp. The flyer stops located on the off-ramps will allow buses to exit and enter SR522 without traveling the local arterial system.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	6,718
2005 Adopted Budget (in YOES\$000)	1,798
2006 Adopted Budget (in YOES\$000)	1,798

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	827	562	409	0	0	0	0	1,798
Total	827	562	409	0	0	0	0	1,798

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	59	32	18	0	0	0	0	109
Pre-Engineering/Env Review	628	-38	31	0	0	0	0	621
Final Design and Specification	33	0	0	0	0	0	0	33
ROW Acquisition and Permits	108	-36	10	0	0	0	0	81
Construction	0	603	113	0	0	0	0	716
Contingency	0	0	237	0	0	0	0	237
Total	827	562	409	0	0	0	0	1,798

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2006

2006 Budget Schedule: 2006

Regional Express

Project

377 Woodinville TOD

Description

This project is a transit-oriented development (TOD) composed of a transit center (TC) on the site of the Woodinville Park-and-Ride, transferred to ST from WSDOT. The entire project is comprised of an improved TC supported by structured parking, residential units, commercial space, and other public amenities. The project is made possible by the relocation of half the existing park-and-ride stalls to a higher-demand location in the I-405 corridor. Pending Board authorization ST's dollars will contribute to the design of the TC and parking structure and costs associated with the park-and-ride transfer and project concept development.

Changes since 2005 budget : Budget for the project was transferred to the Capital Projects Department from the Project Delivery Support Services Department.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	0
2006 Adopted Budget (in YOES\$000)	5,079

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	0	0	932	3,699	448	0	0	5,079
Total	0	0	932	3,699	448	0	0	5,079

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	0	47	185	22	0	0	255
Pre-Engineering/Env Review	0	0	29	292	0	0	0	321
Final Design and Specification	0	0	853	0	0	0	0	853
ROW Acquisition and Permits	0	0	2	103	0	0	0	106
Construction	0	0	0	2,619	381	0	0	3,000
Contingency	0	0	0	500	44	0	0	544
Total	0	0	932	3,699	448	0	0	5,079

Risk Assessment :

Status: Conceptual

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2005 Budget Schedule: TBD

2006 Budget Schedule: TBD

Regional Express

Project

378 Yarrow Point Stop Improvements

Description

This project will improve the westbound flyer stop on SR-520 at 92nd Avenue NE in Yarrow Point by extending the barrier and installing low level pedestrian lights, drainage, and an accessible bus pad with tactile pavers.

Summaries

Baseline (in YOES\$000)	150
2005 Adopted Budget (in YOES\$000)	150
2006 Adopted Budget (in YOES\$000)	150

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	27	16	82	25	0	0	0	150
Total	27	16	82	25	0	0	0	150

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	6	1	3	2	0	0	0	12
Pre-Engineering/Env Review	19	1	0	0	0	0	0	19
Final Design and Specification	2	13	0	6	0	0	0	22
Construction	0	2	79	0	0	0	0	81
Contingency	0	0	0	17	0	0	0	17
Total	27	16	82	25	0	0	0	150

Risk Assessment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2006

2006 Budget Schedule: 2006

Regional Express

Project

380 South Sammamish Park & Ride

Description

Scope: The Sammamish Park-and-Ride/228th SE project includes 265 parking stalls, bus boarding area, layover for up to five buses, bicycle storage facilities and amenities. The project is being developed in partnership with the City of Sammamish and includes an extension of Issaquah Pine Lake Road. The City of Sammamish is contributing \$987,642 for its costs associated with the Issaquah Pine Lake Road.

Changes since 2005 budget: Interlocal agreement executed with the City of Sammamish to accept up to \$987,642 in funding.

Summaries

Baseline (in YOES\$000)	7,764
2005 Adopted Budget (in YOES\$000)	7,764
2006 Adopted Budget (in YOES\$000)	7,764

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	3,481	2,146	651	1,486	0	0	0	7,764
Total	3,481	2,146	651	1,486	0	0	0	7,764

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	118	143	42	96	0	0	0	398
Pre-Engineering/Env Review	216	0	0	25	0	0	0	241
Final Design and Specification	402	85	0	137	0	0	0	624
ROW Acquisition and Permits	2,744	80	0	66	0	0	0	2,889
Construction	2	1,838	609	674	0	0	0	3,123
Contingency	0	0	0	488	0	0	0	488
Total	3,481	2,146	651	1,486	0	0	0	7,764

Risk Assessment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2006

2006 Budget Schedule: 2006

Regional Express

Project

382 I-90 Two-Way Transit & HOV Operations

Description

Scope: This project is intended to provide reliable two-way transit and HOV operations on I-90 between Seattle and Bellevue. The project will modify the outer roadways to provide one additional travel lane for east and westbound HOV traffic. New ramps will be added on Mercer Island at 80th and 77th Avenues SE, and the existing ramp at Bellevue Way will be modified. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain. Single-occupant vehicles will only be allowed to use the center roadway between Seattle and Mercer Island per the existing restrictions on the use of the center roadway.

Changes since 2005 budget: A staging plan has been developed to prioritize construction of the westbound HOV lane and associated HOV direct access ramps first, followed by the eastbound HOV facilities. Stage 1 will provide a westbound HOV lane in the outer roadway between Bellevue Way and 80th on Mercer Island and connecting a new direct access ramp. Stage 2 will provide an eastbound HOV lane in the outer roadway between about 80th on Mercer Island and Bellevue Way, and connecting direct access. Funding from Sound Transit and WSDOT is in place for design and construction of Stage 1 and Stage 2. Construction of future stages will proceed as funding becomes available.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	40,389
2006 Adopted Budget (in YOES\$000)	40,389

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	4,965	979	2,972	7,424	8,880	15,168	0	40,389
Total	4,965	979	2,972	7,424	8,880	15,168	0	40,389

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	333	101	153	387	456	772	0	2,202
Pre-Engineering/Env Review	4,623	135	0	522	0	0	0	5,279
Final Design and Specification	10	743	2,543	1,539	365	0	0	5,199
ROW Acquisition and Permits	0	1	132	327	0	0	0	460
Construction	0	0	144	4,649	8,060	7,800	0	20,653
Contingency	0	0	0	0	0	6,595	0	6,595
Total	4,965	979	2,972	7,424	8,880	15,168	0	40,389

Risk Assessment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2005 Budget Schedule: 2007

2006 Budget Schedule: 2008

Comment

Risk assessment and status are provided for Stage 1. Scoping for Stage 2 is underway following the November 2005 election.

Regional Express

Project

384 SR522 HOV Enhancements/Kenmore

Description

Scope: The HOV improvements in the City of Kenmore along SR522 between 73rd Avenue and 83rd Avenue. The project includes widening SR522 for the addition of north and south Business Access and Transit (BAT) lanes, replacement of the Swamp Creek Bridge, improvements to 80th Avenue, sidewalks, a retaining wall from 80th to the end of the project, new signals at 80th, 83rd and Kenmore Lanes, and illumination. The City of Kenmore is the lead agency for developing the project. Project improvements will be jointly funded by the City of Kenmore, King County Metro, and Sound Transit. Sound Transit funding for the project is capped at \$7,918,000.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	8,791
2005 Adopted Budget (in YOES\$000)	8,791
2006 Adopted Budget (in YOES\$000)	8,791

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	755	-168	544	1,532	5,007	1,121	0	8,791
Total	755	-168	544	1,532	5,007	1,121	0	8,791

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	71	-23	25	100	230	51	0	453
Pre-Engineering/Env Review	684	-268	0	4	0	0	0	420
Final Design and Specification	0	121	519	189	0	0	0	829
ROW Acquisition and Permits	1	1	0	170	558	0	0	730
Construction	0	0	0	1,070	4,219	1,070	0	6,359
Total	755	-168	544	1,532	5,007	1,121	0	8,791

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2008

Regional Express

Project

385 SR522 HOV Enhancements/Bothell

Description

Scope: HOV improvements in the City of Bothell along SR522 near 96th Avenue (Wayne Curve). The project will include construction of a north transit queue bypass lane, south transit lane/right turn lane, signal improvements (including Transit Signal Priority), an additional left turn lane, sidewalks, 96th Avenue improvements, north retaining wall, south retaining wall, urban amenities and illumination. The City of Bothell is the lead agency for developing the project. Project improvements will be jointly funded by the City of Bothell, King County Metro, and Sound Transit. Sound Transit's contribution is capped at \$7,736,000.

Changes since 2005 budget: No significant changes.

Summaries

Baseline (in YOES\$000)	8,572
2005 Adopted Budget (in YOES\$000)	8,572
2006 Adopted Budget (in YOES\$000)	8,572

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
East King County	0	330	221	2,190	5,352	479	0	8,572
Total	0	330	221	2,190	5,352	479	0	8,572

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Agency Administration	0	32	11	102	264	24	0	432
Pre-Engineering/Env Review	0	298	0	109	0	0	0	407
Final Design and Specification	0	0	210	463	0	0	0	673
ROW Acquisition and Permits	0	0	0	827	945	0	0	1,772
Construction	0	0	0	689	4,144	455	0	5,287
Total	0	330	221	2,190	5,352	479	0	8,572

Risk Assessment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2005 Budget Schedule: 2008

2006 Budget Schedule: 2008

Regional Express

Project

999 REX Program Reserve

Description

Transfers in 2006 budget: Snohomish County: \$3.8M to South Everett Freeway Station; \$20.2M to Mountlake Terrace Freeway Station; \$714K from Lynnwood HOV Access project; and \$457K from Lynnwood Transit Center; S King reserves were moved to the Link program, \$1M transferred to the LINK program per board direction. East King County: \$231K transferred to the SStart program for Totem Lake Artistic Wall Treatment; \$1M transferred to Mercer Island P & R; \$103K transferred to Issaquah Highlands P & R; \$911K from Bellevue Rider Services Building; \$5.5M from Totem Lake Transit Center and \$7.4M from Bellevue HOV Access project. The Pierce County program is complete for Regional Express.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	46,940
2006 Adopted Budget (in YOES\$000)	35,569

Capital Costs

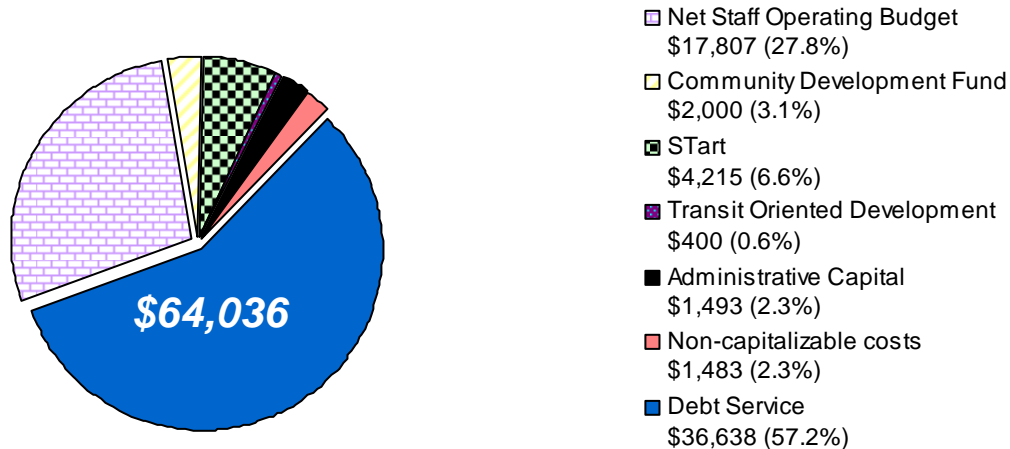
Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Snohomish County	0	0	0	208	2,399	0	0	2,607
South King County	0	0	0	0	0	0	0	0
East King County	0	0	0	4,727	17,177	11,058	0	32,962
Pierce County	0	0	0	0	0	0	0	0
Total	0	0	0	4,936	19,576	11,058	0	35,569

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Contingency	0	0	0	4,936	19,576	11,058	0	35,569
Total	0	0	0	4,936	19,576	11,058	0	35,569

AGENCY OPERATIONS

Adopted FY 2006 Agency Operations (YOE \$000)



PROGRAM OVERVIEW

Agency Operations consolidates the activities of the agency that support the project and service delivery activities, manage board-approved initiatives and programs and cover agencywide costs not associated with an individual project or modal service. The major program areas include staff operations, the Community Development Fund, STart, and Transit Oriented Development.

The Adopted 2006 Budget for Agency Operations is \$64 million, \$58.5 million for operational expenses and \$5.6 million for capital.

Agency Operations 2006 Budget Summary			
	2006 Operating Budget	2006 Capital Budget	Total
Net Staff Operations	\$ 17,806,772	\$ -	\$ 17,806,772
Community Development Fund	2,000,000	-	2,000,000
STart	130,000	4,085,185	4,215,185
Transit Oriented Development	400,000	-	400,000
Administrative Capital	-	1,492,800	1,492,800
Non-capitalizable costs	1,483,421	-	1,483,421
Debt Service	36,637,565	-	36,637,565
Total	\$ 58,457,758	\$ 5,577,985	\$ 64,035,742

STAFF OPERATIONS

Sound Transit employs both corporate staff which administers its programs and services, and operations staff that is directly involved in transit operations. The costs for corporate employees and associated expenses are captured within the agency's staff budgets, which are detailed in the agency's eight departments later in this section of the Adopted 2006 Budget. These costs include salaries and benefits for all agency non-operational employees, services, materials and supplies, utilities, insurance, depreciation, leases and rentals and other miscellaneous expenses. In addition, this section presents detailed Objectives and Action Plans for each department for 2006.

The adopted Net Staff Operating Budget for 2006 represents an \$892 thousand (5 percent) increase from the Adopted 2005 Budget. The Adopted 2006 Budget has five fewer staff positions than the 2005 budget. As part of the agency reorganization, five positions related to Regional Express and Sounder operations were assigned to Transit Operations. These positions and their costs are reported within the Transit Operations budget. (See "Appendix A: Sound Transit 2006 Staffing Plan" for details). Positions dedicated to the operation of Tacoma Link, Regional Express, and Sounder, are listed under *Transit Operations Budget Summary* in the Service Delivery section of this document.

ST Staff Operating Budget Change Summary

Department	Adopted 2005 Budget	Adopted 2006 Budget	\$ Change	% Change
Board Administration	\$ 632,343	\$ 684,231	\$ 51,888	8%
Capital Projects	5,065,163	4,653,226	(411,937)	-8%
CDF Staff	165,943	95,473	(70,470)	-42%
Central Costs	5,179,403	4,352,201	(827,202)	-16%
Executive	10,417,938	11,366,305	948,367	9%
Finance & Information Technology	10,301,170	11,203,885	902,715	9%
Legal	2,609,686	2,516,643	(93,043)	-4%
Link	8,153,724	8,658,917	505,193	6%
Project Delivery Support	7,724,037	7,070,426	(653,611)	-8%
Transportation Services	4,357,740	4,852,059	494,319	11%
Total Staff Operating Budget	54,607,147	55,453,365	846,219	2%
Allocation to Capital	(29,556,173)	(29,266,314)	289,859	-1%
Allocation to Transit Services	(5,475,219)	(6,154,965)	(679,746)	12%
Depreciation	(2,661,065)	(2,225,315)	435,750	-16%
Net Staff Operating Budget	\$16,914,690	\$17,806,772	\$892,081	5%

ST Staffing Plan Summary

Department	Filled at end of Dec 2005	Adopted 2005 Budget	Adopted 2006 Budget	New Positions
Corporate Staff				
Board Administration	5.00	5.40	5.00	(0.40)
Capital Projects	39.00	49.00	44.25	(4.75)
Central Costs *	-	-	2.00	2.00
CDF Staff	1.00	2.00	1.00	(1.00)
Executive	59.75	63.35	63.50	0.15
Finance & Information Technology	58.00	59.00	59.00	-
Legal	17.00	18.00	17.00	(1.00)
Link	72.00	74.00	75.00	1.00
Project Delivery Support	55.00	61.00	59.00	(2.00)
Transportation Services	25.60	26.60	27.60	1.00
Total Corporate Staff	332.35	358.35	353.35	(5.00)
Operations Staff				
Regional Express Bus Operations	2.00	2.00	2.00	-
Sounder Commuter Rail Operations	3.00	3.00	3.00	-
Tacoma Link Light Rail Operations	16.00	16.00	16.00	-
Total Operations Staff	21.00	21.00	21.00	-
Total Sound Transit Staff	353.35	379.35	374.35	(5.00)

* previously budgeted unallocated positions are shown in the department to which they were assigned.

Sound Transit Staff Operating Budget Summary

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	20,205,115	22,943,985	21,316,818	23,385,359
Benefits	10,252,789	12,175,379	11,037,906	12,433,225
<i>Subtotal</i>	30,457,904	35,119,364	32,354,724	35,818,584
SERVICES				
Services	13	0	0	0
Consultant/Management	2,694,710	4,291,300	3,070,317	4,320,700
Legal	454,525	399,900	323,462	331,000
Accounting/Auditing	543,373	625,000	568,257	640,000
Maintenance	482,753	542,720	550,833	542,658
Printing/Binding	139,991	297,700	464,509	750,625
Advertising/Marketing	178,760	332,750	238,751	294,500
Interlocal Agreements	503,428	535,000	540,589	677,500
Other Services	2,008,087	1,375,193	1,180,193	1,363,416
Software And Hardware Maintenance	770,811	881,699	629,532	1,044,602
<i>Subtotal</i>	7,776,450	9,281,262	7,566,442	9,965,001
MATERIALS AND SUPPLIES				
Office Supplies	417,305	329,385	347,837	382,500
Postage	52,011	110,050	61,906	251,220
Small Equipment/Furniture	390,552	196,974	553,115	551,066
Other Materials & Supplies	187,122	302,400	193,017	270,008
<i>Subtotal</i>	1,046,990	938,809	1,155,875	1,454,794
MISCELLANEOUS EXPENSES				
Dues & Memberships	202,690	243,215	251,633	286,176
Travel & Meetings	283,518	386,301	352,797	451,783
Books & Subscriptions	59,327	92,390	93,918	89,942
Training	118,891	272,356	214,127	273,755
Other Misc. Expenses	4,556,912	1,239,860	1,257,225	1,256,525
Contingency	0	175,000	0	145,000
<i>Subtotal</i>	5,221,337	2,409,122	2,169,700	2,503,181
LEASES AND RENTALS				
Admin Facilities Rental	1,974,122	2,213,338	1,745,805	1,645,100
Leased Vehicles/Parking	166,460	243,167	178,752	187,800
Meeting Space	2,200	23,025	7,262	34,875
Leased Furniture & Equip	90,937	74,300	47,351	84,500
<i>Subtotal</i>	2,233,720	2,553,830	1,979,170	1,952,275
OTHER EXPENSES				
Utilities	484,794	620,945	461,913	514,716
Insurance	762,168	1,002,000	753,742	970,000
Taxes	124,267	3,300	4,864	3,500
Interest Expense	38,069	17,450	34,999	36,000
Depreciation	2,961,453	2,661,065	2,586,319	2,225,315
<i>Subtotal</i>	4,370,751	4,304,760	3,841,837	3,749,531
TOTAL STAFF OPERATIONS	51,107,151	54,607,147	49,067,747	55,443,365

Sound Transit Staff Operating Change Summary

<i>Description</i>	<i>Adopted 2005</i>	<i>Adopted 2006</i>	<i>\$ Change</i>	<i>% Change</i>
Salaries and Benefits				
Salaries	22,943,985	23,385,359	441,374	1.92%
Benefits	12,175,379	12,433,225	257,846	2.12%
Subtotal	35,119,364	35,818,584	699,220	1.99%
Services				
Services	0	0	0	NA
Consultant/Management	4,291,300	4,320,700	29,400	0.69%
Legal	399,900	331,000	-68,900	-17.23%
Accounting/Auditing	625,000	640,000	15,000	2.40%
Maintenance	542,720	542,658	-62	-0.01%
Printing/Binding	297,700	750,625	452,925	152.14%
Advertising/Marketing	332,750	294,500	-38,250	-11.50%
Interlocal Agreements	535,000	677,500	142,500	26.64%
Other Services	1,375,193	1,363,416	-11,777	-0.86%
Software And Hardware Maintenan	881,699	1,044,602	162,903	18.48%
Subtotal	9,281,262	9,965,001	683,739	7.37%
Materials and Supplies				
Office Supplies	329,385	382,500	53,115	16.13%
Postage	110,050	251,220	141,170	128.28%
Small Equipment/Furniture	196,974	551,066	354,092	179.77%
Other Materials & Supplies	302,400	270,008	-32,392	-10.71%
Subtotal	938,809	1,454,794	515,985	54.96%
Miscellaneous Expenses				
Dues & Memberships	243,215	286,176	42,961	17.66%
Travel & Meetings	386,301	451,783	65,482	16.95%
Books & Subscriptions	92,390	89,942	-2,448	-2.65%
Training	272,356	273,755	1,399	0.51%
Other Misc. Expenses	1,239,860	1,256,525	16,665	1.34%
Contingency	175,000	145,000	-30,000	-17.14%
Subtotal	2,409,122	2,503,181	94,059	3.90%
Leases and Rentals				
Admin Facilities Rental	2,213,338	1,645,100	-568,238	-25.67%
Leased Vehicles/Parking	243,167	187,800	-55,367	-22.77%
Meeting Space	23,025	34,875	11,850	51.47%
Leased Furniture & Equip	74,300	84,500	10,200	13.73%
Subtotal	2,553,830	1,952,275	-601,555	-23.56%
Other Expenses				
Utilities	620,945	514,716	-106,229	-17.11%
Insurance	1,002,000	970,000	-32,000	-3.19%
Taxes	3,300	3,500	200	6.06%
Interest Expense	17,450	36,000	18,550	106.30%
Depreciation	2,661,065	2,225,315	-435,750	-16.38%
Subtotal	4,304,760	3,749,531	-555,229	-12.90%
TOTAL STAFF OPERATIONS	54,607,147	55,443,365	836,219	1.53%

COMMUNITY DEVELOPMENT FUND

On November 18, 1999, the Sound Transit Board, by Resolution No. R99-34, established a \$50 million (YOE\$) Transit-Oriented Community Development Fund to be available to mitigate impacts of the construction and operation of light rail in southeast Seattle. The CDF will be funded in two parts: the Community Development Account which will be funded and overseen by the City of Seattle and the Supplemental Mitigation Account will be overseen and funded by Sound Transit from contributions by the City of Seattle and King County. During 2003, a non-profit corporation named the Rainier Valley Community Development Fund (RVCDF) was established by the community to implement the CDF programs as approved by the Sound Transit Board and City of Seattle in the adopted Operating Plan.

In 2004, the three parties amended the original agreement to where the City of Seattle will be responsible for funding Supplemental Mitigation products, i.e., mitigation payments and advances directly, except where Community Development Block Grants are used for funding City of Seattle completed project elements of the Initial Segment that would otherwise be reimbursed by Sound Transit. Contributions from King County will continue to be funded through Sound Transit in the Supplemental Mitigation Account.

The resources contained within the Supplemental Mitigation Account will continue to be Sound Transit's responsibility and, as such, 2006 transactions will be detailed in the Adopted 2006 Budget as depicted below. The operations budget for 2006 includes \$2.0 million for mitigation payments and \$95 thousand in internal Sound Transit costs. The budget for mitigation payments assumes that the City will be seeking Community Development Block reimbursements for the Initial Segment in 2006. The City of Seattle will be reimbursing Sound Transit for internal costs in 2006.

Community Development Fund 2006 Budget Summary	
	2006 Budget
CDF Program Transactions	
Mitigation Payments	\$ 2,000,000
Advances	-
<i>Subtotal</i>	\$ 2,000,000
ST Internal Costs	
Salary & Benefits	\$ 79,473
Travel/Meetings	4,000
Escrow Fees	10,000
Training	2,000
<i>Sub Total</i>	\$ 95,473
Total	<u>\$ 2,095,473</u>
CDF Revenue	
Interest on Advances	
Interest on Idle Funds	\$ 165,000
<i>Subtotal</i>	\$ 165,000

TRANSIT ORIENTED DEVELOPMENT (TOD)

The board established the Transit Oriented Development (TOD) Program in 1997. Subsequent motions and resolutions provide program guidance, including M99-60 prescribing TOD evaluation criteria and the Real Property Disposition Policy and Procedures (R99-35) which focuses on joint development. Those board actions direct the TOD Program to create transit supportive development and communities at Sound Transit facilities, stations, and station areas by working with local jurisdictions, property owners, and public and private developers.

Since 2001, the TOD Program has focused on four main activities:

Technical assistance: provides staff and consulting expertise to the Sound Transit project staff, cities, counties, and not-for-profit agencies within the district. During 2005, technical assistance included station area and station location analyses for North Link's Advanced Conceptual Engineering effort; participation in Snohomish County's Urban Centers Demonstration Ordinance project review process, and researching TOD and place-making opportunities for the Tacoma Dome District. The latter effort, funded by Puget Sound Regional Council, anticipates a future partnership with the District, Pierce Transit, and the City of Tacoma's Economic Development Department to enhance the intermodal station area. With the adoption of the Federal Way TOD Agreement, retail or mixed use predevelopment concepts were analyzed for two parcels adjacent to the transit center. Development proposals will be sought in 2006.

Facility enhancement: creates improvements to existing facilities that support transit and pedestrian connections and increased ridership. In 2005, the TOD Program completed a revised streetscape design to create a retail-friendly plaza area across from the Othello Station that will be constructed as part of the Link light rail project.

Strategic acquisition: identifies potential sites to preserve or create TOD opportunities by working with local jurisdictions, property owners, and developers. During 2005, the Woodinville Park-and-Ride property slated for a city-supported mixed use transit project will be acquired from the Department of Transportation.

Broker/catalyst/partner: working with the Program's clients, creates increased ridership through appropriate development within station areas. The Dome District activity in 2005 included working with private property owners and brokers to determine predevelopment feasibility of several place-making conceptual projects. Also in 2005, the Woodinville TOD Request for Proposals will be issued as a joint development proposal to attract private investment to the project.

Transit Oriented Development		
2006 Budget Summary		
	Adopted 2006 Budget	Adopted 1997- 2009 Budget
Operating Budget		
Woodinville TOD	\$ 200,000	\$ 300,000
Technical Assistance	200,000	987,000
	\$ 400,000	\$ 1,287,000
Capital Budget		
Ashway TOD	\$ -	\$ 100,000
Woodinville TOD	-	-
	\$ -	\$ 100,000
Total	\$ 400,000	\$ 1,387,000

The adopted 2006 operating budget for TOD is \$400 thousand, which includes \$200,000 in Districtwide TOD technical assistance operating expenditures and a carryover of the remaining funds in the Woodinville TOD operating project. The lifetime budget was increased by \$4.9 million in 2005 to reflect a transfer from the Regional Express program of the Woodinville TOD project. In 2006, the project is transferred to the Capital Projects Department where the completion of the project will be managed, and \$120,000 transferred back to the TOD fund.

Work program planning for 2006 includes continued involvement in the Tacoma Dome District station area development, implementing the Federal Way TOD predevelopment process through a joint venture or other procurement, collaborating with the University of Washington on potential real estate opportunities at Mount Baker Station, providing technical assistance to El Centro de la Raza at Beacon Hill Station, assisting Transportation Services with station area parking issues where needed, and providing business plan technical assistance for the Woodinville TOD project. The TOD Program will assist in completing the agency's Real Property Utilization Plan as required by Resolution R99-35.

PUBLIC ART PROGRAM

The Sound Transit Board has endorsed a public art program to work with artists, community and project staff to develop art projects for the agency's capital projects that reflects the community's interest and reflect positively on the agency.

The Sound Transit art policy adopted by the board in January 1998:

- recognizes a wide range of opportunities for art, from discrete artworks to artistic enhancements, to functional elements of facilities.
- commits to having artists work with the preliminary and final design teams on the development of the project design and on the integration of art into the system as a whole.
- establishes an art budget calculated as 1% of capital construction costs, excluding the cost of tunneling. The funds for art are pooled within subareas.

To carry out the policy, the Sound Transit Art Program (STart) was established. STart is staffed by one full-time administrator and one half-time project assistant responsible for coordinating the work of the art program.

Art and design are developed collaboratively through a process involving communities, engineers, architects, landscape architects, artists and staff working together and sharing ideas. Because art is intended to be an integral part of Sound Transit facilities, it is reviewed during the design review process organized for each project.

To date, art projects have been completed for Tacoma Link, all Seattle-Tacoma Sounder stations, and the following Regional Express projects: Pacific Avenue Overpass, Lynnwood Transit Center, South Hill Park-and-Ride, Overlake Transit Center, DuPont Station, Sunset Interchange. Artwork designs have been reviewed and approved for Central Link, Sounder Lakewood and S. Tacoma Stations, Mercer Island Park-and-Ride and the Issaquah Transit Center. In 2005/2006, artwork will be installed in the Totem Lake Freeway Station, Bellevue Rider Services Building, Federal Way Transit Center/S. 317th, Sammamish Park-and-Ride, and Eastgate HOV Access,. In 2005, a temporary art project entitled "Culture Conversations" was presented in the Rainier Valley. Three artist lectures and a gallery show helped inform the public about the diverse range of artists and artworks that are a part of Central Link.

Public Art (STart)		
2006 Budget Summary		
	Adopted 2006 Budget	Adopted 1997- 2009 Budget
Operating Expenditures	\$ 130,000	\$ 1,777,768
Capital	4,085,185	16,291,622
Total	\$ 4,215,185	\$ 18,069,390

The Adopted 2006 Budget for STart is \$4.2 million which is composed of \$130,000 in operating expenditures and \$4.1 million of capital investment. The lifetime budget of \$18.1 million incorporates an increase of \$231.3 thousand that was transferred from the Regional Express East King County Program Reserves to the art program in 2005. Operating expenses consist of the cost of maintaining, repairing, replacing and cleaning installed art work and was established at roughly 10% of total life time budget.

Sound Transit Public Art Program

Description

The Sound Transit Art Program - STart - is responsible for incorporating public art into Sound Transit systems and facilities. The artwork will reflect the communities served and contribute to a positive experience for customers.

In 2006 the program will focus on fabrication and installation of over 30 artworks to be integrated into each of the Central Link stations and along the light rail alignment. For Sounder Commuter Rail, artists will be fabricating artworks selected by the respective communities for the Lakewood and South Tacoma Stations. Design and fabrication of the following artworks for Regional Express will be taking place in 2006: Bellevue Transit Center and Rider Services building, Totem Lake Freeway Station/NE 128th, Federal Way Transit Center, Mercer Island Park-and-Ride, Eastgate HOV Access, and the Issaquah Transit Center. The art program will also be responsible for insuring that installed artworks for Tacoma Link, Sounder and Regional Express are well maintained.

Changes since 2005: Transferred \$1.74M lifetime from capital budget to operating for maintenance of installed art throughout the Sound Transit District.

Summaries

Baseline (in YOE \$000)	\$0
2005 Adopted (in YOE \$000)	\$18,069
2006 Adopted (in YOE \$000)	\$16,292

Capital Costs

Sub Area	1997-03	2004	2005	2006	2007	2008	2009	Total
Snohomish County	\$0	\$406	\$0	\$132	\$335	\$165	\$20	\$1,058
North King County	\$0	\$1,160	\$763	\$2,168	\$1,749	\$760	\$157	\$6,757
South King County	\$0	\$817	\$183	\$878	\$1,133	\$672	\$635	\$4,319
East King County	\$0	\$466	\$234	\$783	\$785	\$165	\$200	\$2,633
Pierce County	\$0	\$959	\$21	\$124	\$321	\$50	\$50	\$1,525
Total	\$0	\$3,808	\$1,201	\$4,085	\$4,324	\$1,813	\$1,062	\$16,292

DEBT SERVICE

As of December 31, 2005, Sound Transit has \$786 million of long-term bonds outstanding, the proceeds of which are being used to finance construction of capital projects. In December 1998, Sound Transit issued its first series of bonds in the amount of \$350 million, with maturity dates from 2006 to 2028. In March 2005, after the board of directors approved resolution 2005-7 providing for the issuance of new bonds, \$423 million in bond proceeds were issued, with maturity dates on the 2005 issue of bonds ranging from 2011 to 2030. Payments for interest and amortization of issuance costs on the combined bond issues is \$36.6 million in the Adopted 2006 Budget, which is an increase over 2005 due to the 2005 bond issue.

NON-CAPITALIZABLE COSTS

In accordance with generally accepted accounting principles, certain staff operations costs (insurance claim costs and premiums related to operations, taxes, operating leases and rentals, depreciation, and amortization) should not be capitalized to projects, but rather expensed. These accounting principles also require that the agency regularly evaluate the costs that are capitalized. As some of the agency's capital projects have not progressed as rapidly as initially anticipated, more general and administration costs have been expensed than originally planned. These costs are captured as "non-capitalizable costs" within each department and subarea. This approach will allow the agency to reflect more accurately the true costs of its capital assets once completed.

Non-capitalizable costs 2006 Budget Summary	
	2006 Adopted Budget
Link light rail	\$ 479,302
Souder commuter rail	537,164
Regional Express bus	466,955
Total	\$ 1,483,421

BOARD ADMINISTRATION

Sound Transit Board of Directors

Objectives

1. Provide governance, establish policy, and set overall direction for the agency.
2. Work with other legislative bodies on topics affecting and/or of interest to Sound Transit, such as federal funding, state legislation, and communications with legislative bodies at the local jurisdictional level.
3. Work with local jurisdictions and other entities on capital construction projects to ensure collaborative approach.

Board Administration Department

Objectives

1. Direct the organizational services in support of board processes by developing/updating/maintaining decision support systems, coordinating information flows, and assisting the board in its shaping of policy structures.
2. Ensure that board and committee proceedings comply with board-adopted rules, operating procedures, and policies, as well as with state law, including the agency's enabling legislation (RCW 81.104 and 81.112) and other relevant legislation such as Open Public Meetings Act and Open Public Records Act.
3. Ensure integrity of the board's official records and files, including certification and filing of legislative actions and board proceedings.
4. Direct the agency's Records Management function. Ensure systems are developed, implemented, refined, and updated for official agency records storage, removal of inactive records, and disposal of expired records. In accordance with state laws and regulations, ensure permanent storage of essential and historically valuable records.
5. Maintain work environment in support of agency values and goals.

Action Plans

1. Develop and conduct orientation program(s) for newly-appointed board members, in consultation with CEO and Deputy CEO and coordination with agency department directors.
2. Continue to provide ongoing support to Sound Transit Board, committees, and staff by directing the development and compilation of agenda and support information to ensure board members have the information and materials needed to make decisions, take action, and provide direction and oversight. Provide consultation and guidance to agency staff regarding board policies, decision-making processes, environment, and strategies through assignment of board administration resource staff to Sound Transit departments. Manage internal quality assurance and quality control of support materials for board decision-making by leading weekly agenda meetings with agency staff seeking board decisions.
3. Ensure ease of access to official records of board proceedings, schedules, agendas, and decision-making materials through the agency's website.
4. Manage board-related correspondence to ensure prompt, accurate, consistent, and clear responses; maintain system for tracking/filing/retrieving correspondence.
5. Provide assistance to the Citizen Oversight Panel to report to the public about Sound Transit's performance.

Board Administration Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	320,087	391,243	292,969	363,745
Benefits	154,232	164,240	137,475	160,770
<i>Subtotal</i>	474,319	555,483	430,444	524,515
SERVICES				
Consultant/Management	0	19,300	15,000	93,800
Maintenance	16,336	21,500	11,468	22,000
Printing/Binding	1,748	500	3,865	10,600
Other Services	6,423	4,500	29,079	3,420
<i>Subtotal</i>	24,507	45,800	59,413	129,820
MATERIALS AND SUPPLIES				
Office Supplies	2,846	7,000	5,694	5,600
Postage	0	500	31	500
Other Materials & Supplies	449	1,500	0	0
<i>Subtotal</i>	3,295	9,000	5,725	6,100
MISCELLANEOUS EXPENSES				
Dues & Memberships	175	250	175	250
Travel & Meetings	13,988	19,000	17,971	19,890
Books & Subscriptions	87	750	16	500
Training	0	1,250	798	2,250
Other Misc. Expenses	0	0	70	0
<i>Subtotal</i>	14,249	21,250	19,031	22,890
OTHER EXPENSES				
Utilities	602	810	623	906
<i>Subtotal</i>	602	810	623	906
TOTAL STAFF OPERATIONS	516,972	632,343	515,236	684,231

CAPITAL PROJECTS

The goal of the Capital Projects Department is to deliver quality projects on time and on budget, in partnership with the communities we serve.

Objectives

1. Achieve consistent program and project management to ensure quality, cost effectiveness and timely implementation of projects by:
 - (a) Continued coordination between the design process, procedures, guidelines, and standards for the Capital Projects Department.
 - (b) Continued coordination between the construction process, procedures, guidelines, and standards for the Capital Projects Department.
2. Realize at least 85% expenditures against forecasted budget cash flow.

REX Action plans

See the attached tables for specific actions plans by sub area by project.

East King County Projects				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
Community Connections				
141 85 th Corridor/Improvements		4Q 04 – 1Q 06		2Q 06 – 1Q 08
• 85 th Corridor – Kirkland		1Q 06 – 3Q 06	1Q 06 – 3Q 06	4Q 06 – 3Q 07
• Kirkland NE 85 th & Kirkland Wy/114		1Q 06 – 3Q 06		4Q 06 – 3Q 07
• NE 85 th St. Redmond Way		3Q 05 – 1Q 07	4Q 05 – 1Q 07	4Q 06 – 2Q 07
• NE 76 th St./Redmond Way - Redmond		1Q 06 – 3Q 06		
142 Kirkland Transit Center/3 rd	1Q 06 – 4Q 06			
323 Bellevue Rider Services Building				2Q 05 – 1Q 06
326 Issaquah Transit Center/SR 900				1Q 06 – 4Q 07
328 Totem Lake Transit Center/ Evergreen Medical Center		1Q 05 – 1Q 06		2Q 06 – 4Q 07
354 Mercer Island Park-and-Ride/ N Mercer Way		4Q 04 – 1Q 06		2Q 06 – 1Q 07
355 Issaquah Highlands Park-and-Ride/Highland Dr				4Q 04 – 1Q 06
372 Bothell Branch Campus Access/195 th /I-405				3Q 06 – 4Q 06
374 Redmond Transit Center		4Q 05 – 3Q 06	1Q 05 – 1Q 06	4Q 06 – 3Q 07
376 Woodinville Arterial HOV Enhancements/SR 202/SR 522				2Q 05 – 1Q 06
378 Yarrow Point Stop Improvements				2Q 06 – 3Q 06

East King County Projects				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
380 Sammamish Park-and-Ride/ 228 th SE				2Q 05 – 1Q 06
384 SR 522 HOV Enhancements Kenmore		3Q 05 – 1Q 07	3Q 05 – 3Q 06	
385 SR 522 HOV Enhancements Bothell		1Q 06 – 4Q 06	3Q 06 – 3Q 07	4Q 06 – 2Q 08
HOV Direct Access				
140 Totem Lake Freeway Station/ NE 128 th			1Q 03 – 2Q 07	2Q 05 – 4Q 07
150 Renton HOV Access/N 8 th	4Q 99 – 4Q 06			
160 Eastgate Transit Access/ 142 nd Ave SE				1Q 05 – 3Q 06
324 Canyon Park Freeway Station/ I-405		1Q 05 – 1Q 06	1Q 05 – 1Q 06	3Q 06 – 2Q 07
382 I-90 Two-way Transit & HOV Operations (Stage 1)		1Q 05 – 3Q 06		4Q 06 – 4Q 08

South King County Projects				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
Community Connections				
151 Rainier Ave./Hardie Arterial Improvements	3Q 05 – 2Q 06	3Q 06 – 2Q 07		
152 Strander Blvd. Extension		3Q 05 – 1Q 07		
321 Federal Way Transit Center/ S 317 th				3Q 04 – 1Q 06
HOV Direct Access				
125 Federal Way HOV Access/ S 317 th				2Q 04 – 1Q 06

Snohomish County Projects				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
Community Connections				
316 North Everett Transit Center/ Everett Community College	2Q 05 – 1Q 06	1Q 06 – 4Q 06	1Q 06 – 3Q 06	
HOV Direct Access				
312 Mountlake Terrace Freeway Station/236 th SW		1Q 06 – 2Q 07		
319 South Everett Freeway Station/112 th St SE		1Q 05 – 2Q 06	3Q 05 – 2Q 06	3Q 06 – 4Q 08

Sounder Action plans

See the attached tables for specific actions plans by segment by project.

Everett-Seattle Segment				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
100 Everett to Seattle Track and Signal				4Q 03 – 2Q 08
131 Everett to Seattle Environmental Mitigation		1Q 06 – 2Q 06	1Q 05 – 1Q 06	
201 Everett Station				3Q 05 – 2Q 07
205 Mukilteo Station		3Q 05 – 1Q 07	2Q 05 – 4Q 07	3Q 06 – 3Q 08
209 Edmonds Station	4Q 05 – 2Q 06	3Q 06 – 1Q 07		

Tacoma-Seattle Segment				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
110/120 Seattle to Tacoma Track and Signal				2Q 99 – 4Q 07
236 Tukwila Station	4Q 05 – 1Q 07			

Tacoma-Lakewood Segment				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
130 Tacoma to Lakewood Track and Signal		3Q 05 – 1Q 06	2Q 03 – 2Q 06	2Q 06 – 4Q 07
251 South Tacoma Station		2Q 05 – 4Q 06	2Q 02 – 2Q 06	2Q 06 – 2Q 07
253 Lakewood Station		4Q 05 – 2Q 06	2Q 02 – 2Q 06	3Q 06 – 3Q 07

Systemwide projects				
	PE/ED	Final Design	Right-of-way Acquisition	Construction
140 Layover		4Q 05 – 1Q 06	3Q 01 – 2Q 06	2Q 01 – 4Q 07
216 Passenger Information System/CCTV				3Q 05 – 4Q 08

Capital Projects Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	3,024,684	3,169,488	2,653,964	2,929,847
Benefits	1,496,790	1,689,765	1,365,817	1,569,689
<i>Subtotal</i>	4,521,474	4,859,253	4,019,781	4,499,536
SERVICES				
Consultant/Management	22,427	65,500	48,531	45,000
Legal	919	10,000	1,318	5,000
Maintenance	16	0	0	0
Printing/Binding	3,467	9,500	4,588	3,000
Advertising/Marketing	0	2,000	765	2,500
Other Services	29,319	10,000	21,151	20,000
Software And Hardware Maintenance	0	0	0	0
<i>Subtotal</i>	56,149	97,000	76,353	75,500
MATERIALS AND SUPPLIES				
Office Supplies	7,663	12,000	9,315	10,000
Postage	0	1,000	150	120
Small Equipment/Furniture	3,709	5,500	4,448	0
Other Materials & Supplies	5,382	6,500	4,669	0
<i>Subtotal</i>	16,754	25,000	18,581	10,120
MISCELLANEOUS EXPENSES				
Dues & Memberships	2,110	4,900	2,857	3,490
Travel & Meetings	15,597	34,300	20,771	31,005
Books & Subscriptions	2,788	-800	2,577	1,275
Training	17,126	31,850	13,889	20,800
Other Misc. Expenses	3,264	0	4,885	0
<i>Subtotal</i>	40,885	70,250	44,979	56,570
LEASES AND RENTALS				
Meeting Space	0	2,500	0	2,500
<i>Subtotal</i>	0	2,500	0	2,500
OTHER EXPENSES				
Utilities	5,955	11,160	5,380	9,000
<i>Subtotal</i>	5,955	11,160	5,380	9,000
TOTAL STAFF OPERATIONS	4,641,216	5,065,163	4,165,075	4,653,226

EXECUTIVE DEPARTMENT

CEO OFFICE

Chief Executive Officer

Objectives

1. Provide leadership for staff support to enable the Sound Transit Board to anticipate and be prepared for upcoming policy decisions, and to monitor the activities of the agency.
2. Recruit, retain and develop a qualified and diverse senior management team to lead staff in the effective implementation of *Sound Move*.
3. Represent Sound Transit and support staff's efforts to increase public involvement. This includes engaging communities in the planning, design and construction of Sound Transit facilities and services.
4. Ensure that agency staff manages projects effectively. Monitor project budgets, schedules and scope. Keep the board and the public informed of program progress and risks.
5. Assess agency needs and align resources to implement *Sound Move*.
6. Strengthen Sound Transit's role in federal, state and regional forums. Foster strong partnerships to support the implementation of *Sound Move* and further transportation solutions for our region.
7. Supervise the directors of all capital programs, the office of Corporate and Strategic Communication and the office of Policy and Planning.
8. Provide leadership on Phase 2.

Deputy CEO

Objectives

1. Serve as the Chief Executive Officer when appropriate and exercise decision-making authority over agency personnel and contractors as necessary.
2. Assist the Chief Executive Officer to promote Sound Transit's interests and programs among the broader regional community.
3. Supervise the following departments: a) Finance and Information Technology, b) Safety and Security, c) Human Resources, d) General Services Center, e) Project Delivery Services, and f) Legal.
4. Support the Chief Executive Officer in the management of the Office of Policy and Planning and the Corporate and Strategic Communications.
5. Oversee agencywide training on topics including: negotiations, project management, and team building.

Human Resources

Objectives

1. Streamline and enhance the existing performance evaluation system.
2. Continue to refine and improve Sound Transit's compensation system to attract and retain qualified candidates. Use competitive salary ranges while ensuring reasonable cost containment and best use of public funds.

3. Improve Sound Transit's employment outreach efforts and ability to attract and retain a diverse and qualified workforce.
4. Provide valued resources that enhance the quality of work life at the agency and find tangible opportunities for demonstrating Sound Transit's commitment to the diverse community we serve.

Action plans

1. Provide performance management training for managers and employees to include focus on coaching and constructive feedback. Simplify documents and instructions for annual performance reviews.
2. Help develop flexible staffing alternatives or approaches that address shifts in business needs and Sound Transit's efforts. Conduct position reviews and market assessments. Consider and implement program enhancements and conduct management and employee training as needed.
3. Expand and renew outreach and recruitment efforts through participation in local job fairs and enhancing relationships with local educational institutions.
4. Develop and implement professional development, training and educational opportunities on a regular basis for agency staff. Establish a resource "center" for professional development. Establish a supported employment position.

Office of Policy and Planning

Objective

Help Sound Transit staff support the board, set policy, and make long-range plans. To accomplish this, develop alternative courses of action that are realistic, explicit, timely, and balanced for their consideration.

Action plans

1. Help staff identify, analyze, and present policy issues to the board.
2. Develop consistent policies at the board's request to guide all departments of Sound Transit in areas of interest to the board.
3. Work to develop internal policies that are consistent across all departments, such as consistent utility relocation policies and memorandum of agreement policies.
4. Coordinate the work of Sound Transit with the Puget Sound Regional Council.

Fare Integration

1. Identify and implement changes to regional reconciliation and Sound Transit fare policy in preparation for Smart Card. Continue to work with the Transit Integration Group Fares Committee, Smart Card Joint Board, and others to reformulate regional fare policy.
2. Begin development of fare rates and policies for Central Link. These items are scheduled to be considered by the board in 2007.
3. Negotiate terms and pricing of Institutional Fare Media Agreements, such as Flex Pass and U-Pass, as new agreements are formed or as existing accounts are renewed. Continue the development of new business rules and policies for institutional accounts under Smart Card.

4. Conduct beta test of regional Smart Card system. Manage implementation of the regional Smart Card system on Sound Transit service including development of system operating procedures and policies in cooperation with project partners.

Research and Technology

1. Complete the implementation of a closed circuit television and passenger information system at Sounder stations and on-board Sounder trains to improve real-time customer information and enhance safety and security within the station areas.
2. Award a vendor contract in the second quarter 2006 for the final design and installation for the Corridor Transit Technology Initiative. This initiative will implement new transit technologies in specific corridors for customer information and transit operations. These technologies will include automated real-time bus arrival information. Completion of preliminary design and functional specifications will occur in the fourth quarter of 2005. Project completion will occur in 2007.
3. Identify and produce scopes of work for new regional technology projects as identified in the Research and Technology Transit Technology Plan through a series of technical reports that will identify improvements to interagency radio communications (complete second quarter of 2006) and automated traveler information (continued through 2006). Continue implementation of transit signal priority (TSP) in Sound Transit corridors. The downtown Tacoma TSP implementation will be complete in the first quarter of 2006.
4. Continue managing the agency's Geographic Information Systems services. In mid-2006, OPP will add one position in order to replace the consultant contracted services.

Phase 2 Planning

1. Continue to identify and coordinate internal agency and consulting resources to complete all technical work that support development of the ST2 Plan.
2. Develop, by spring 2006, the ST2 Plan of second-phase high capacity transit investments. Support future board decisions on plan adoptions and ST2 vote timing.
3. Coordinate agency technical interaction with the State-appointed independent Expert Review Panel.
4. Monitor, support, and represent the agency in regional planning and environmental studies of significance to the agency's *Sound Move* program and ST 2 program activities.
5. Maintain and support agency needs for ridership and travel demand forecasting services.

Security and Safety

Security

Objectives

1. Provide security for employees and customers. Ensure the protection of individuals and property with a coordinated response to incidents occurring in our service area.
2. Develop and implement programs and policies that reduce crime and the perception of crime. Accomplish this through organizational and community involvement.
3. Develop, implement and monitor training for: a) Sound Transit staff, b) the public, and c) affected public safety and emergency response agencies.

Action plans

1. Establish formalized System Security and Awareness training for all Sound Transit employees and select contractors.
2. Develop a structured security certification process for Central Link.
3. Develop a comprehensive, agencywide System Security Plan.
4. Implement new security procedures/post orders and technology (i.e. closed circuit television systems, panic and duress alarms, and access control alarms).
5. Continue to work with various internal departments/divisions and partner agencies in support of Central Link start-up activities.

Safety

Objectives

1. Prevent accidents and manage immediate risks to the public, workers, or the environment.
2. Develop and implement integrated safety and health programs.
3. Excise due diligence oversight of construction contractors.
4. Achieve compliance with all applicable safety and health laws, regulations, and Federal Railway Administration orders. Prepare for external oversight and meet commitments to regulatory bodies. These commitments include but are not limited to: a) Federal Railway Administration and Federal Transportation Administration recommendations accepted by Sound Transit, b) commitments with regulators, c) Washington Industrial Health Administration, and d) compliance agreements.

Action plans

1. Conduct construction safety audits and safety partnering activities.
2. Perform worker qualification including training programs and renewals: Ensure that workers whose tasks require training verification receive training in the safety procedures for their assignments.
3. Publish safety tips and near misses to contractors and subcontractors by means of “Safety Incident Alerts”.
4. Establish Safety Certification process for emergency procedures, training, and drills in support of Central Link start up and tunnel rescue activities.
5. Host one to three Safety Summits to foster higher awareness and increase safety culture during construction.
6. Support and participate in safety committees that meet monthly to discuss safety concerns, trends, and review safety statistics.

CCO Office

Objectives

1. Plan and implement comprehensive communications strategies for reporting to the public about: a) agency efforts to plan and present to voters a second set of transit system investments, b) frequency and availability of Sound Transit services, and c) progress toward implementing a regional transit system.
2. Provide the media with timely, consistent and accurate information. Ensure the agency's perspective is represented in media accounts of significant events. Promote positive news coverage and respond to inaccurate information in the media.
3. Foster and maintain constructive working relationships with elected officials, senior agency staff and key stakeholders. Work with officials at the federal, state, and local government levels.
4. Coordinate communications and outreach in support of increasing construction activities, transit operations, and long-range system planning efforts.
5. Engage and involve the public, civic organizations, elected officials, and public agencies in developing the agency's potential next set of projects and service.

Action plans

1. Maintain public awareness of agency projects and service delivery. This includes:
a) publicizing project groundbreakings and openings, b) establishing the Sound Transit brand in the regional transportation marketplace, c) promoting ridership, and d) showcasing progress toward implementing *Sound Move*. Use an integrated approach that includes: a) paid media b) public access cable television; c) media briefings; d) customer information; e) agency newsletters; f) direct mailings; g) outreach to grassroots organizations, and h) special events.
2. Coordinate and publicize establishment and achievement of agencywide milestones for 2006. Issue an agencywide performance report toward the end of the year.
3. Engage public support of the agency's "Sound Transit 2" planning effort by continuing to implement communications and public outreach plans.
4. Continue implementation of communications plan to support Central Link construction. This includes: a) highlighting construction progress and b) managing emergency response communications.
5. Manage the agencywide media relations plan, including:
(a) Support the agency's board and senior staff by developing messages that clearly communicate Sound Transit activities.
(b) Encourage media to cover achievement of agency milestones and progress toward *Sound Move*.
(c) Monitor media coverage and provide feedback to reporters.
(d) Coordinate timely and effective responses to media inquiries. Educate staff about the agency's media relations policy.

Creative Services

Objective

Provide support for the creation, design, production, duplication, and delivery of a wide range of products and items in support of the public communications needs of Sound Transit.

Action plans

1. Provide design and production services for the creation of print or display informational and promotional materials to support the agency's efforts to inform the public and raise awareness about its progress, projects, and services.
 - (a) Design and produce over 800 products upon request (event mailers, maps, fact sheets, brochures, posters, newsletters, displays, etc.).
 - (b) Prepare and produce agency rider information guides and other service-related information products three or more times per year.
 - (c) Produce signage products for new light rail, commuter rail and express bus facility construction, services, and transit system needs.
2. Provide animation, audio/video and photographic services to supply products which inform the public about the agency's progress, projects, and services. These services include production of a cable video magazine, board meeting video coverage, targeted video products and photo/video documentation of special events, and 2D/3D products.
 - (a) Produce four to six episodes of In Motion video magazine.
 - (b) Produce and release for cablecast eight to twelve separate In Motion stories about Sound Transit plans, projects, and services.
 - (c) Videotape and release 18 to 24 regular and special Sound Transit Board meetings for cablecast on government access cable.
 - (d) Deliver eight or more photo-realistic still or moving simulation projects of planned high-capacity services or facilities under Sound Transit 1 and potential services or regional transit facilities under ST 2.
 - (e) Provide video and photo coverage for each agency special event.
 - (f) Provide high-quality photographic support for agency progress report, adopted and adopted budget document, board portraits, construction, and Phase 2 activities resulting in 200 quality images for multiple uses including a minimum of eight images per In Motion episode for use in the ending montage.
 - (g) Integrate efforts to deliver animation, video, and photo images on the agency web site.

External Relations

Objectives

1. Work in partnership with Government and Community Relations Division and Office of Policy and Planning to develop and execute general public education and outreach strategy for Sound Transit's Sound Transit 2 planning process.
2. Establish public understanding of Sound Transit's mission, goals, and progress through a public outreach plan throughout the Sound Transit taxing district. Thoroughly understand the technical issues behind planning, finance, cost estimation, and forecasting for ST 2 efforts and work to present it in terms understandable to the general public.
3. Develop written materials for *Sound Move* successes that fully and accurately describe agency accomplishments, planning work, and public input for general readership.
4. Work with Media Relations to provide rapid responses to questions from board, public, critics, and the media.
5. Work with outreach and agency project staff to coordinate project-specific outreach with district-level outreach.
6. Develop and utilize printed and Web-based media to communicate to a diverse range of populations throughout the region about Sound Transit goals and activities and the benefits of a regional transit system.

Action Plans

1. Manage Sound Transit 2 general public outreach effort, including innovative public involvement processes, and development of effective communications materials.
2. With Media Relations and agency staff, develop a "rapid response team" to respond to inquiries from public, media, and others in a timely and effective manner.
3. Review and approve agency communications materials to ensure consistency with agency ST 2 messaging.
4. Coordinate outreach activities with Link community outreach staff.
5. Partner with Government and Community Relations on implementation of the Speakers Bureau program. Provide support for creating presentation materials for speaking engagements.
6. Represent the agency at community and business organization events. Review and report on Events and Meetings as described in the meetings database.
7. Continue to develop the Sound Transit Web presence to present information about Sound Transit and its activities to the public, and to engage the public on the Sound Transit 2 process.
8. Create corporate communications materials, develop new ways to inform the public and stakeholders, and research comments about regional transit and Sound Transit operations.
9. Manage contracts for translation and interpretation services in order to provide information about the agency to non-English speaking populations.

Government Relations

Objectives

Federal: Advance and protect Sound Transit's ability to implement *Sound Move* and Sound Transit 2 by building strong relations with the Congressional delegation and the Federal Transit Administration.

State: Advance and protect Sound Transit's ability to implement *Sound Move* and Sound Transit 2 in Olympia with the Washington State Legislature and the Executive Branch. Accomplish this through regular contact with the governor, legislators, and executive branch agencies.

Local: Advance and protect the agency's ability to implement *Sound Move* and Sound Transit 2 through regular interaction with local governments and elected officials around the region.

Action plans

Federal

1. Sustain strong relations with each member of the Congressional delegation and the Federal Transit Administration through regular meetings, briefings, and tours of Sound Transit projects and services.
2. Obtain annual appropriations in support of *Sound Move*, and prepare for future appropriations for ST 2.
3. Assist in securing federal competitive funding and ensuring compliance with federal regulations for Sound Transit programs and projects in conjunction with interdepartmental teams.

State

1. Advance Sound Transit's legislative program during the 2006 legislative session and throughout the interim.
2. Monitor, analyze, and advocate for or against legislation that potentially impacts Sound Transit's interests. Demonstrate implementation of *Sound Move* through tours, briefings, and one-on-one meetings. Keep state elected officials informed about preparations for a possible Sound Transit 2 ballot measure in 2006.
3. Advocate for Sound Transit at state agencies, the governor's office, and in-state transportation associations.

Local

1. Advance the agency's agenda through regular interactions with local elected officials and staff.
2. Coordinate with other Sound Transit departments to assure that local jurisdictions are well informed about Sound Transit's implementation of *Sound Move*, and are involved with and aware of preparations for a possible Sound Transit 2 ballot measure in 2006. This effort will include: a) one-on-one briefings, b) meetings, c) tours for elected officials and staff, and d) presentations to transit forums, transportation boards, and city and county councils.

Marketing

Objectives

1. Build customer satisfaction, ridership, and use of services and facilities.
2. Expand awareness of the agency, its services, its facilities, and its progress on delivering a regional transit system.
3. Help educate the general public about Sound Transit 2 and plans for future transit system expansions.
4. Inform multicultural audiences about Sound Transit's services and facilities.
5. Work with regional transit partners to promote the regional transit network.

Action plans

1. Refine and implement an umbrella marketing and advertising work plan for the agency, including its services. Continue to build awareness of Sound Transit services and facilities and increase ridership through coordinated advertising campaigns. Assist Link in implementing a construction mitigation marketing plan in affected neighborhoods. Use advertising to help educate the public on the variety of mobility options being offered by Sound Transit. Work with Sound Transit's Office of Policy and Planning to educate the public about plans for future transit system improvements and expansions.
2. Develop promotions and special events to continue to build awareness of Sound Transit and its services. Promotions include route promotions, groundbreakings, and ribbon cuttings.

Public Art

Objective

Work with artists, local jurisdictions, and project staff to design, build, install, and maintain works of art in Sound Transit projects that contribute to a positive experience for system users and affected communities.

Action plans

1. Oversee design of artwork for the Lakewood and South Tacoma Sounder Stations.
2. Oversee design and fabrication of artwork for the following Regional Express projects: Totem Lake Flyer Station, 85th Corridor Enhancements, Mercer Island Transit Center, Eastlake Transit Access, Issaquah Transit Center, and Canyon Park Freeway Station.
3. Oversee fabrication and installation of artworks for Central Link C735 segment. Establish, manage, and coordinate the fabrication schedules for Central Link C710, C755 and C807.
4. Inform the Sound Transit Board and the arts community about art activities. Keep them involved by attending meetings, developing displays, and producing materials for distribution.

Executive Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	3,497,798	3,925,391	3,824,079	4,131,166
Benefits	1,816,213	2,092,680	1,966,364	2,209,092
<i>Subtotal</i>	5,314,011	6,018,071	5,790,443	6,340,258
SERVICES				
Consultant/Management	924,599	1,327,200	1,034,750	1,219,500
Legal	0	0	381	0
Accounting/Auditing	142,313	200,000	149,569	205,000
Maintenance	53,822	67,500	20,460	2,500
Printing/Binding	106,659	186,300	425,078	561,800
Advertising/Marketing	178,316	318,000	237,566	278,500
Interlocal Agreements	0	0	0	7,500
Other Services	426,090	208,250	244,402	513,100
Software And Hardware Maintenance	0	0	0	4,000
<i>Subtotal</i>	1,831,800	2,307,250	2,112,206	2,791,900
MATERIALS AND SUPPLIES				
Office Supplies	323,378	228,960	254,980	280,450
Postage	48,895	84,100	59,462	212,400
Small Equipment/Furniture	51,227	19,074	44,762	16,500
Other Materials & Supplies	43,760	71,600	39,528	51,300
<i>Subtotal</i>	467,260	403,734	398,732	560,650
MISCELLANEOUS EXPENSES				
Dues & Memberships	23,061	49,302	58,920	50,092
Travel & Meetings	88,364	103,698	122,412	112,304
Books & Subscriptions	12,046	13,700	7,478	9,150
Training	8,845	42,525	16,938	42,806
Other Misc. Expenses	921,938	1,183,650	1,154,357	1,164,525
Contingency	0	175,000	0	145,000
<i>Subtotal</i>	1,054,254	1,567,875	1,360,105	1,523,877
LEASES AND RENTALS				
Leased Vehicles/Parking	504	0	0	0
Meeting Space	385	6,000	0	14,450
Leased Furniture & Equip	36,402	72,800	47,351	83,000
<i>Subtotal</i>	37,291	78,800	47,351	97,450
OTHER EXPENSES				
Utilities	40,374	27,108	27,224	17,170
Interest Expense	19,029	15,100	34,674	35,000
<i>Subtotal</i>	59,404	42,208	61,898	52,170
TOTAL STAFF OPERATIONS	8,764,019	10,417,938	9,770,735	11,366,305

FINANCE AND INFORMATION TECHNOLOGY

CFO Office

Objectives

1. Provide financial and information technology support to the Sound Transit Board, executive management, management and agency staff consistent with the adopted *Sound Move* plan and Sound Transit Board policies. Provide management oversight to Budget, Accounting and Treasury, Grants, Information Technology, and Risk Management divisions.
2. Develop, implement, and monitor long-range financial planning and execute financing as necessary. Provide for the issuance of debt at the lowest possible cost while minimizing risk to Sound Transit and its investors.
3. Assist in providing financial and administrative audit services to the Sound Transit Board, executive management and departments consistent with the adopted *Sound Move* plan and Sound Transit Board policies.
4. Provide effective internal and external financial reporting to board, executive, and agency management.
5. Attract and retain quality dedicated staff and provide a positive team work environment where employees feel challenged and empowered to achieve their goals and the goals of their division, the department, and the agency.

Action plans

1. Provide overall strategic direction to departmental staff and consultants for *Sound Move* implementation, coordinating the activities of the various department divisions. Define work programs and schedules in an efficient and cost-effective manner. Partner and integrate services within Sound Transit when possible.
 - (a) Provide staffing and support to Sound Transit Board's Finance Committee in keeping with their financial oversight function. Ensure open, timely and responsive communication in support of the Committee's work. Staff the Audit and Reporting Subcommittee's quarterly meetings.
2. Present an updated 2007 Financial Plan to the board concurrent with its consideration of the Proposed 2007 Budget. Maintain accurate, comprehensive subarea revenue and inflation forecasting.
 - (a) Lead agency Asset Liability Management (ALM) to coordinate agency investment and cash management. Monitor agency cash requirements and opportunities in capital markets and make recommendations to the board regarding issuance of debt or restructuring of existing debt. If the board authorizes issuance of debt, execute the transaction so as to achieve the lowest possible true interest costs.
 - (b) Lead, evaluate, and, as appropriate, execute innovative financing techniques for Sound Transit so as to maximize the funding resources available.
 - (c) Conduct financial analysis and long-term planning in support of development of ST 2.
3. Monitor agency's overall audit program and ensure compliance and completion. Recommend and implement improvements where applicable.
4. Improve existing financial reporting by consolidating existing report and improving consistency of agency financial data usage and presentation.

5. Develop and implement norms and values for department. Develop for each division individual training plans and tailor training to specific job functions, career paths, and professional development.

Accounting Services

Objectives

1. Maintain Sound Transit's accounting system and associated accounting policies and procedures. Ensure that all revenues are collected and accrued, and that all financial transactions are recorded in a timely manner and in accordance with Generally Accepted Accounting Principles and Generally Accepted Auditing Standards. Provide strong internal financial control environment.
2. Improve, enhance and maintain quality financial reporting, which includes: a) financial statements, b) subarea equity, c) operations, d) capital asset, and e) general and administrative expenditures.
3. Manage ongoing annual financial, A133, and compliance audits. Achieve unqualified opinions.
4. Manage the agency's cash and investment portfolio in manner consistent with the asset liability management policy. Ensure a high level of security of those funds and flexibility to meet financial obligations. Manage agency banking services. Ensure timely and complete grant reimbursements.

Action plans

1. Ensure compliance with established agency, departmental, and accounting policies and rules. Conduct ongoing evaluation and reviews for process improvement.
 - (a) Conduct regular reviews and training to ensure compliance with agency policy and to develop recommendations to improve the agency's internal financial control environment.
 - (b) Continue to identify and implement process improvement initiatives. In particular, increase the use of E1 to reduce the amount of man hours needed to complete and re-work tasks and implement accepted recommendations from the Step 2 ERP System Re-engineering Review.
 - (c) Ongoing review and evaluate the process for data integrity checking of financial statements, chart of accounts and other financial data.
 - (d) Expand and update core policy and procedure manuals as required.
 - (e) Provide support to and participate in agencywide initiatives, including ST 2 and Smart Card.
2. Prepare and issue monthly, quarterly, and annual financial reports. Evaluate and enhance reporting, as required.
 - (a) Implement reporting strategies identified in 2005 and requisite tools that provide the ability to write and deploy reports on a timely basis. Implement policy framework and GL account code and category code enhancements to increase stability of reporting tools.
 - (b) Work with the transit operations group to expand the development of detailed transit operations and revenue reporting, incorporating fare box recovery and industry standard metrics.
3. Coordinate with external auditors on the annual financial and federal audit for completion by the end of May 2006 and completion of the state audit by the agreed-upon deadline.

- (a) Maintain ongoing communication with the auditors throughout the year.
- (b) Identify complex accounting transactions and related accounting treatment for review by auditors as identified and in advance of year-end where possible.
- 4. Develop detailed year end work plan and ensure auditor's schedules are completed to meet their timing. Actively manage all aspects of the treasury function.
 - (a) Evaluate automated monthly cash flow module within E1 and treasury management work station tools and consider implementation.
 - (b) Work closely with Budget, Financial Planning, and Project Control on detailed cash flow forecasting and its impact on the agency's cash and investment management and asset liability management programs.
 - (c) Ensure compliance with the agency's Asset Liability Management policy, making effective investment decisions.
 - (d) Prepare monthly reporting to management and quarterly reporting to management and the board. On an ongoing basis advise and provide strong customer service in the area of investment decisions.

Budget

Objectives

1. Ensure the most effective use of Sound Transit financial resources by providing Sound Transit staff with financial management services, guidance, and analytical support. Apply and promote prudent financial practices.
2. Develop, implement, and monitor staff operating, transit operations, and capital spending plans consistent with the adopted *Sound Move* plan, Sound Transit policies, and best industry practices.

Action plans

1. Provide financial management services, guidance, and analytical support.
 - (a) Provide timely and accurate financial analysis services to all departments. Complete projects as assigned on schedule.
 - (b) Improve and integrate agency budgeting, reporting, and financial planning.
 - (c) Enhance the use of the agency budgeting software tools.
 - (d) Update agency budget policies.
2. Develop and monitor operations and capital spending plan.
 - (a) Monitor the Adopted 2006 Budget. Submit timely status reports and updates to executive management and to the board. Provide budget monitoring and coordination services to all departments throughout the year. These services include analysis, problem solving, tracking, and reporting.
 - 1) Review budget-to-actual reports, and comment on them as prescribed in the monthly financial calendar.
 - 2) Understand the impacts of business decisions and processes on agency financial growth.
 - 3) Facilitate quarterly internal financial review meetings.
 - 4) Produce quarterly budget-to-actual status reports on Sound Transit financial activity; including capital and operating projects for presentation to the Finance Committee.

- (b) Act as departmental lead for implementation of an agencywide performance management system. Support development of metrics, collection of data, and reporting of results.
- (c) Produce the Proposed 2007 Budget for consideration by the board by October 1, 2006. Provide necessary budget development services to all departments. Provide analytic services and other staff resources to the board to allow its passage of the 2007 Budget before December 31, 2006.
- (d) Support the development of budgets for the ST 2 program.

Grants Management

Objectives

1. Manage implementation and agencywide coordination of Sound Transit's grant development and National Transit Database (NTD) reporting.
2. Manage administration of all grant funding and NTD reporting per federal and state requirements.
3. Maximize grant revenue for agency in keeping with board policy and *Sound Move* goals.
4. Provide clear grant and NTD reporting and tracking tools for agencywide and board distribution.

Action plans

1. Manage grant development and NTD reporting.
 - (a) Maintain grant-eligible projects for commuter rail, light rail, and regional express bus in all applicable sub areas.
 - (b) Develop and execute plans to secure sources of funding identified in the Financial Plan, including securing \$30 million for Airport Link.
 - (c) Maintain strategic partnerships that enhance Sound Transit's competitive funding position, focusing on next competitive grant processes (STP/CMAQ), scheduled for early 2006.
 - (d) Coordinate submittal of NTD reports. The first year Sound Transit will submit a complete FTA report for all modes will be 2006.
2. Manage administration of grant management and NTD reporting.
 - (a) Serve as liaison to Federal Transit Administration, Puget Sound Regional Council and other grantor agencies. Coordinate various required FTA reviews, such as FTA's NTD report, Procurement Review, and any follow-up needed for the Triennial Review.
 - (b) Coordinate the following for all grants: 1) grant budget development, 2) amendments, 3) execution, and 4) closeout. Actively monitor Full Funding Grant Agreement and lead in developing strategies to address potential revisions and amendments.
 - (c) Communicate regulatory requirements for NTD and grant-funded projects and coordinate federal approvals.
 - (d) Complete all grant and NTD policies and procedures consistent with Finance and Information Technology department standard.
3. Maximize grant revenue.
 - (a) Update annual baseline grant funding levels for Financial Plan, including updating NTD-generated FTA formula funding and new grant assumptions for ST 2.

- (b) Communicate grant information to the board, project partners, and other stakeholders as appropriate.
- 4. Provide clear grant and NTD reporting.
 - (a) Develop and maintain automated tools for NTD and grant progress reporting, including FFGA.
 - (b) Complete quarterly Agency Progress Reports for grant activity and monthly and annual reports for the NTD.
 - (c) Provide updates on grant program to Finance Committee and Citizen Oversight Panel.

Information Technology

Objectives

1. Upgrade and maintain agency computer and telecommunications resources. Upgrade applications to take advantage of web technology. Install workstation administration and deployment tools to lower workstation administrative overhead.
2. Ensure knowledgeable use of agency technology resources by providing excellent customer service-to-user base.
3. Help agency staff optimize their use of technology resources. Provide technical and planning support for internal agency initiatives. Provide same for long-range external projects in collaboration with the lines of business and corporate support departments.

Action plans

1. Upgrade and maintain agency computer and telecommunications resources.
2. Expand network to construction sites to be opened in 2006 to facilitate efficient construction management decision-making.
 - (a) Expand network to operational sites to be connected via initiatives in 2006 to facilitate efficient construction management decision-making.
 - 1) Successful "Beta" test of Smartcard.
 - 2) Successful implementation of Central Link O&M facility.
 - 3) Successful connection of Sounder CCTV to Union Station.
 - 4) Successful implementation of chosen TVM solution.
 - (b) Provide additional remote access options to agency computer users.
 - (c) Upgrade systems with Web and thin client technology to enhance usability of applications at remote sites and increase administrative efficiency.
 - (d) Maintain supportable versions and patches on all operating systems, applications, and tools.
 - (e) Refresh technology hardware on regular cycle.
 - (f) Implement requirements in support of ST 2.
3. Provide excellent customer service.
 - (a) Provide ongoing end-user Help Desk and network services support. Provide timely resolution for desktop, telecommunications, and network/infrastructure issues in Union Station, Opus, and remote sites.

- (b) Maintain customer service standards through a *Service Level Agreement*. Monitor compliance with service standards. Benchmark service level agreement goals and improve customer service response times.
 - (c) Provide 24-hours-a-day, 7-days-a-week support coverage for Severity 1 and 2 issues. Hours outside the normal business day (7 a.m. to 5 p.m., excluding weekends and holidays) will be covered through on-call procedures. Severity 3 and 4 items will only be handled during the normal business day. Complete *Information Technology Roster Review*.
 - (d) Ensure Sound Transit employees have access to training for new upgrades, initiatives, and programs.
4. Assist staff in optimizing agency technology resources.
- (a) Complete Enterprise Resource Planning process reviews and required upgrades to systems and provide customer training.
 - (b) Improve data reporting for the agency from technology systems.
 - (c) Take ownership of Enterprise Resource Planning integration process and troubleshooting that is internal into the Information Technology Division.
 - (d) Provide technical analysis and planning services to the Office of Policy and Planning for Smart Card implementation.
 - (e) Collaborate with Link and King County Metro to develop a technology plan for the operation, maintenance, and support of the Central Link Light Rail O&M Facility.
 - (f) Complete business application reviews and required upgrades and provide customer training.
 - (g) Provide ongoing training for all Information Technology employees. The goal is for them to gain and enhance skills in: a) network management, b) application support, c) system integration, d) system support, and e) planning and system management.

Risk Management

Objectives

1. Maintain and administer Sound Transit's risk, capital and operating insurance programs for agency assets and operations.
2. Coordinate and administer agency and owner-controlled insurance program (OCIP) construction claims.
3. Extend the agency's OCIP program to meet Central Link's Phase 1 construction activities to completion. Begin insurance arrangements and cost estimates for ST 2 and North Link design and construction.
4. Review Sound Transit's contracts. Confirm and provide appropriate risk and indemnity contractual provisions.
5. Provide Safety and Loss Prevention resources to the agency and all Departments in order to limit the loss of assets.

Action plans

1. Maintain and administer insurance programs.
 - (a) Engage insurance markets with the agency's broker to maintain and renew agencywide insurance programs. Communicate with each LOB, providing necessary information to insurers for successful renewal of insurance.

- (b) Continue to administer and maintain construction OCIP coverage.
- (c) Maintain and renew Sound Transit's insurance broker consulting contract.
- 2. Administer all liability and property claims on a timely basis. Provide liaison services between claimant(s), insurance company claims personnel, and Sound Transit Legal until all claims have been successfully resolved.
- 3. Secure the extension of Sound Transit's OCIP construction program to completion of Central Link and other *Sound Move* projects. Gather information and estimate costs for Phase 2 and North Link construction in cooperation with the consulting insurance broker.
- 4. Review all contracts, purchase orders, and operating agreements to confirm insurance and indemnity provisions meet agency standards. Interface with Sound Transit Legal and Sound Transit Contracts and all departments to achieve consistent results.
- 5. Provide Safety and Loss Prevention resources to the agency and LOB's. Participate in the agency's Safety Committee. Attend all pre-construction meetings to address safety and loss prevention issues. Provide loss prevention resources to all LOB's. Provide Central Link with pre-construction safety and loss prevention video and seismic monitoring by coordinating resources through Sound Transit's insurance broker and OCIP insurance underwriters.

Finance & Information Technology Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	3,014,776	3,540,777	3,330,919	3,681,703
Benefits	1,543,848	1,913,065	1,780,895	2,015,010
<i>Subtotal</i>	4,558,624	5,453,842	5,111,814	5,696,713
SERVICES				
Consultant/Management	863,694	1,160,000	924,912	1,477,200
Legal	4,011	0	11,514	0
Accounting/Auditing	393,184	425,000	418,317	435,000
Maintenance	901	0	366	0
Printing/Binding	4,883	31,000	21,300	33,875
Advertising/Marketing	0	0	0	0
Interlocal Agreements	332,720	360,000	369,146	345,000
Other Services	337,082	184,503	171,069	174,074
Software And Hardware Maintenance	768,990	878,499	628,037	1,040,602
<i>Subtotal</i>	2,705,466	3,039,002	2,544,661	3,505,751
MATERIALS AND SUPPLIES				
Office Supplies	8,163	16,525	14,058	13,200
Postage	107	4,000	201	3,950
Small Equipment/Furniture	296,041	118,300	449,442	501,500
Other Materials & Supplies	52,587	76,500	38,402	60,000
<i>Subtotal</i>	356,897	215,325	502,103	578,650
MISCELLANEOUS EXPENSES				
Dues & Memberships	14,059	18,950	13,984	18,225
Travel & Meetings	47,982	57,432	67,000	67,731
Books & Subscriptions	7,437	38,120	39,903	39,500
Training	54,530	107,700	98,794	109,400
Other Misc. Expenses	16,842	15,150	13,138	20,850
<i>Subtotal</i>	140,850	237,352	232,819	255,706
LEASES AND RENTALS				
Meeting Space	0	3,025	0	3,025
Leased Furniture & Equip	708	0	0	0
<i>Subtotal</i>	708	3,025	0	3,025
OTHER EXPENSES				
Utilities	230,661	351,624	197,450	195,040
Insurance	769,449	1,000,000	772,818	968,000
Interest Expense	275	1,000	325	1,000
<i>Subtotal</i>	1,000,385	1,352,624	970,593	1,164,040
TOTAL STAFF OPERATIONS	8,762,932	10,301,170	9,361,989	11,203,885

LEGAL SERVICES

General Counsel

Objective

Provide timely and cost-effective legal advice to the Sound Transit Board and Sound Transit staff.

Action Plans

1. Provide timely responses to Sound Transit Board and staff requests for legal services.
2. Defend legal actions filed against Sound Transit.
3. Manage litigation risk by providing timely advice regarding employment procedures and decision making.
4. Provide contracting and procurement advice to reduce risk of bid protests and efficient resolution of bid appeals.
5. Support development of Phase 2 planning efforts for 2006.
6. Provide legal advice regarding Regional Transportation Investment District funding issues.
7. Identify, analyze, and propose solutions to potential legal issues.
8. Provide legal advice for the Burlington Northern Santa Fe (BNSF) rail access agreements.
9. Provide legal advice for the 2007 legislative program.
10. Provide legal support to negotiate intergovernmental agreements.
11. Provide legal advice to resolve construction claims and disputes.
12. Provide legal advice and assistance to successfully negotiate: a) right-of-way acquisition, b) real property acquisition, c) real property disposition, d) relocation agreements, and e) joint development agreements.
13. Support the development of consistent agreements with our partner agencies for the funding and construction, use, and operation of hub transit facilities.
14. Utilize local attorneys practicing in the affected communities to provide legal services to Sound Transit where appropriate. Ensure that outside counsel are involved appropriately in providing specialized legal services to Sound Transit.

Environmental Compliance

Objective

Ensure that Sound Transit complies with federal, state, and local land use and environmental laws and regulations. Do so within project schedules and budgets.

Action plans

1. Implement the Sounder Everett to Seattle near-shore mitigation plan including a project in the Snohomish River Estuary and a project in the near-shore environment along the rail corridor.
2. Obtain all necessary environmental permits to certify the third Everett to Seattle Commuter Rail Easement.
3. Manage the wetland mitigation site post-construction monitoring requirements associated with projects such as Link Initial Segment, Sounder Lakewood to Tacoma, Sounder Everett to Seattle, Issaquah Park-and-Ride, Ash Way HOV Direct Access, and Federal Way Direct Access.
4. Procure environmental permits for the Regional Detention Pond and Southcenter Boulevard improvements associated with Link in Tukwila.
5. Initiate the environmental permit procurement process for North Link.
6. Prepare environmental commitment lists for various capital projects that have completed environmental review and assist with monitoring to ensure the commitments are implemented during design and construction.
7. Complete initial phase remedial actions for contaminated properties along the Link alignment in the Rainier Valley.
8. Close out three Transportation Services facilities currently listed as contaminated by the Washington State Department of Ecology.
9. Assist with project-level studies of high capacity transit in the east corridor across I-90 and complete draft Environmental Impact Statement (with WSDOT) for SR 520 Bridge Replacement Project.
10. Document the progress of the agency's Environmental Management System and expand the focus to address other agency departments or programs where there is potential for environmental improvement.

Legal Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	1,249,821	1,350,602	1,274,291	1,345,771
Benefits	624,036	681,817	646,750	668,253
<i>Subtotal</i>	1,873,856	2,032,419	1,921,041	2,014,024
SERVICES				
Consultant/Management	9,758	103,500	83,527	103,700
Legal	378,729	388,400	305,133	325,000
Printing/Binding	883	450	213	400
Advertising/Marketing	0	250	0	0
Other Services	6,112	14,550	21,717	12,150
Software And Hardware Maintenance	1,196	1,200	1,495	0
<i>Subtotal</i>	396,678	508,350	412,085	441,250
MATERIALS AND SUPPLIES				
Office Supplies	2,204	3,200	3,510	3,400
Small Equipment/Furniture	1,914	4,850	7,020	1,636
Other Materials & Supplies	1,610	3,000	696	0
<i>Subtotal</i>	5,728	11,050	11,226	5,036
MISCELLANEOUS EXPENSES				
Dues & Memberships	2,070	6,050	6,821	6,100
Travel & Meetings	6,460	13,747	10,997	11,966
Books & Subcriptions	18,782	19,320	16,852	20,817
Training	14,122	13,250	14,325	11,400
Other Misc. Expenses	1,547	300	55	150
<i>Subtotal</i>	42,981	52,667	49,049	50,433
LEASES AND RENTALS				
Meeting Space	0	0	0	500
<i>Subtotal</i>	0	0	0	500
OTHER EXPENSES				
Utilities	2,734	5,200	3,238	5,400
<i>Subtotal</i>	2,734	5,200	3,238	5,400
TOTAL STAFF OPERATIONS	2,321,976	2,609,686	2,396,639	2,516,643

LINK LIGHT RAIL

Director's Office—Link

Department objectives

1. Design and construct an initial segment of the Central Link (North Link, the Initial Segment, and Airport Link) light rail project to achieve long-term goals for regional transportation, including expanding transit capacity within the region's most dense and congested corridor.
2. Ensure technical resources are available to build Central Link according to the board's direction and policies.
3. Continue to inform and involve the public regarding light rail project plans, designs, construction information, agency decisions, and other details to achieve a broad sense of community ownership and promote the project throughout the Sound Transit District.
4. Maintain partnerships with local jurisdictions, agencies, universities, business associations, and other organizations. Ensure light rail is integrated with the regional transportation network and is integrated into communities along the line.
5. Advance design and environmental work for North Link, and assist the board in route selection and funding decisions.
6. Meet project milestones towards completing Central Link within the board-approved scope, budget, and schedule.
7. Continue to maximize the involvement of Minority/Women/Disadvantage Business Enterprises and small, local firm involvement in design and construction.
8. Continue to work collaboratively with all Sound Transit departments to construct and operate comprehensive and complementary transportation facilities and services in support of *Sound Move*.

Director's Office

Objectives

1. Oversee the implementation of the Initial Segment within the approved budget and schedule.
2. Keep the Chief Executive Officer, the board, and other stakeholders apprised of the status of Link projects and organizational developments.
3. Manage and improve working relationships with partner agencies. Maintain effective relationships with Federal Transit Administration, the Citizen Oversight Panel and other oversight groups.
4. Oversee the advance of design and environmental work for North Link, other Link projects, and assist the board in route selection and funding decisions.

Action plans

1. Maintain an effective and efficient organizational structure and staffing for the light rail department. Through managers and leads, engage the staff and consultants to work together toward achieving the project goals and objectives. Promote open communication, trust, and teamwork within Link and other parts of the agency.
2. Manage the overall Link capital budget and schedule as approved by the board. Ensure that Link Project Control effectively tracks the budget and schedule and is aligned with the agency's work breakdown structure. Provide regular updates to the board on project status.

3. Provide updates at FTA quarterly reviews and follow up on FTA issues in a timely manner.
4. Maintain and improve relationships with partner agencies, including: a) cities, b) counties, c) transit agencies, d) Washington State Department of Transportation, e) Port of Seattle, and f) University of Washington.

Civil Engineering—Link

Objectives

1. Continue to provide civil design and engineering support for the construction of the Initial Segment. This includes all awarded construction contracts designated by the board.
2. Complete final design for Airport Link, as directed by the board.
3. Complete final design for Southcenter Boulevard in Tukwila (C759), as directed by the board.
4. Commence final design for North Link, as directed by the board.
5. Continue to coordinate with Systems Engineering to ensure civil and systems integration and compatibility.
6. Continue to provide civil design and engineering support for the East Corridor High-Capacity Transit (HCT) route.

Action plans

1. Complete final design for Airport Link as designated by the board. Support right-of-way acquisition for the alignment.
2. Complete final design for Southcenter Boulevard and support right-of-way acquisition for the alignment.
3. Commence final design for the North Link route designated by the board. Support the right-of-way acquisition for the preferred alignment.
4. Coordinate with third parties to maintain the project schedule through the construction phase of the Initial Segment. These third parties include the Cities of: Seattle, Tukwila, SeaTac, and Tacoma; the Port of Seattle, King County, and other public and private utility companies. Continue to meet regularly to resolve design issues during construction.
5. Provide civil design and engineering support of the consultant selected to prepare the cost estimates for the East Corridor High-Capacity Transit (HCT) route.

Construction Management—Link

Objectives

1. Oversee the construction of the Initial Segment of Central Link in accordance with the Link Project Management Plan and the Construction Manual.
2. Contribute to the development of the Master Schedule for the scope adopted by the board for the Initial Segment.
3. Actively manage the day-to-day construction activities to ensure that adequate progress is being made.
4. Enforce the quality and safety requirements.
5. Assist the Link Civil and Systems teams working on Airport Link and North Link.

Action plans

1. Work with our Contractor on the E-3 Busway (C700) to substantially complete all the civil facility work and turnover the facilities to the follow-on Systems Contractors by the end of December 2005.
2. Continue to work with our Contractor on the Operations and Maintenance Base (C810), to substantially complete the civil facility work for the Operations and Maintenance Facility to turnover key components to our follow-on Systems Contractors in the summer of 2006.
3. Continue to work with our Contractor on the assembly of the low-floor light rail vehicles to have the first vehicle available for public viewing in the fall of 2006.
4. Continue to work with Link team on the constructability review of Airport Link.

Community Outreach—Link

Objectives

1. Develop, implement, and maintain Central Link's community outreach program, which includes business mitigation and marketing.
2. Inform the public about the following items related to the light rail project: a) benefits, b) plans, c) designs, d) construction, and e) other details. Use timely, regular, and effective distribution methods.
3. Involve the public in review of plans, outreach activities, and tools. Communicate agency decisions to achieve a sense of community ownership and promote the project throughout the Sound Transit district.
4. Work with communities and project partners that may be affected by the Link project to address concerns and potential project impacts.
5. Keep the board, Corporate Communications, and the Executive Department informed of public opinion related to the project.
6. Coordinate closely with Sound Transit staff to incorporate public input into agency decisions and project plans, as appropriate.
7. Coordinate with the Communications Department to ensure consistency of agency message.
8. Communicate the sequence of construction to impacted residents and business owners.
9. Take appropriate mitigation efforts, with specific planning for impacted small businesses.

Action plans

1. Support final design for the North Link segment.
 - (a) Develop a community outreach plan for the Final Design of North Link that will include outreach elements planned to maximize community input in the process.
 - (b) Respond to major issues and questions from the community.
 - (c) Update Sound Transit Web site based on major actions taken by the board.
 - (d) Write and distribute public information materials on the route.
 - (e) Document outreach efforts and the results of public forums for the board.
2. Continue to implement the Central Link Community Outreach Plan during construction.
 - (a) Contact and inform appropriate community groups and organizations about project activity before construction.

- (b) Conduct door-to-door outreach with impacted individuals and businesses during construction.
- (c) Update the Sound Transit Web site for construction changes and notifications.
- (d) Hold construction meetings with the public, construction management, and the contractor to keep the public informed of construction activities that will affect them. Send out construction updates and respond to calls from hotline.
- (e) Visit affected businesses before potentially disruptive activities begin. Send updated information to the Sound Transit Web site.
- (f) As part of the Community Outreach Plan, implement the Business Mitigation plan, which includes technical business assistance and promotional activities for local businesses.

Environmental—Link

Objectives

1. Monitor implementation of environmental mitigation and project configuration for the Initial Segment, Airport Link, and North Link segments of Central Link, and for East Corridor HCT.
2. Implement wetland and stream and historic resource mitigation measures for the Initial Segment of Central Link.
3. Provide environmental compliance for the following: a) State Environmental Policy Act, b) National Environmental Protection Agency, and c) other relevant environmental regulations.

Action plans

1. Complete scoping and begin preparation of East Corridor HCT Draft EIS. The Draft EIS is expected to be issued in 2007.
2. Prepare environmental documents for North Link, Airport Link, and the Initial Segment, as necessary.
3. Prepare environmental documents for East Corridor HCT.
4. Track and report to the Federal Transit Administration on a quarterly basis the status of all environmental mitigation measures identified in the Initial Segment, Airport Link, and North Link Records of Decision. Review changes to the configuration of the three projects to ensure consistency with existing environmental documentation. Prepare supplementary environmental documentation as necessary.
5. Oversee construction of wetland mitigation and permit conditions in Rainier Valley (C735) and the Tukwila Freeway Route (C755). Complete wetland permitting for Tukwila storm water facility (C759). Perform within construction schedule and within budget.
6. Implement historic resource mitigation as required in the Section 106 Programmatic Agreement. Provide archaeological monitoring services during construction grading and excavation for the Pine Street (C520) and Tukwila (C757, C755, and C759) contracts. Design a Tribal interpretive display for the Airport station. Meet project construction schedule and stay within budget.
7. Coordinate with the Federal Transit Administration to obtain federal Record of Decision for North Link by spring 2006.

Project Control—Link

Objectives

1. Maintain accessible and up-to-date information on cost, schedule, and scope of all Link projects.
2. Use measures of cost, schedule, and scope performance that enable management to evaluate performance and make decisions that affect the direction of the Link Light Rail Program.
3. Create procedures and utilize tools that apply agency principles and sound business practices being used throughout the industry for project management, tracking, and reporting.
4. Manage the baseline management process effectively. Institute change management and data control to assure that all project participants have access to accurate information and are working with properly approved and released versions of baseline documents.
5. Facilitate reviews and audits conducted by internal agency organizations and external oversight parties.

Action plans

1. Streamline the processing of construction and professional services change orders. These quality and consistency improvements will consist of:
 - (a) Improved coordination between Construction Management, Project Control, and Contracts during the change development phase.
 - (b) Enhanced change descriptions and background narratives, independent estimates, cost analyses, and negotiation summaries.
 - (c) Improved organization and content of change order components and supporting documentation.
 - (d) Deployment of an abbreviated process for changes below a pre-determined cost threshold
2. Continued data management and document courier support to Link construction and systems field offices. Accomplish this by doing the following:
 - (a) Provide adequate physical and computing resources.
 - (b) Provide appropriate training.
 - (c) Improve and refine procedures for the field office environment.
 - (d) Assign dedicated data management staff to each field office.
 - (e) Conduct compliance audits, monitor effectiveness, and implement corrective action as needed.
3. Support the selection of the final design firm for the preferred North Link alignment by coordinating the appropriate Link Change Control Board documentation. Review, monitor, and facilitate the professional services procurement for this design activity.
4. Complete the final design and project packaging coordination for the Airport Link alignment. Support the conclusion of the permitting and right-of-way activity and the beginning of construction.

Project Development—Link

Objectives

1. Facilitate the Sound Transit Board decision-making process with accurate and timely project information.
2. Ensure that final designs and construction activity are consistent with project commitments made to the public and to partner agencies.
3. Collaborate with project partners to integrate light rail into the existing transportation system and communities along the line, and support transit-oriented land use and economic development goals.
4. Manage the North Link, Airport Link, and East Corridor HCT projects to advance design and environmental work and assist the board in route selection and funding decisions.
5. Manage the preparation of Federal Transportation Administration New Starts Report, the Before and After Study, and other federal reporting requirements.
6. Manage the development, negotiation, and enforcement of third party agreements related to Link. Ensure that the third party agreements are negotiated in a timely manner with accountability by all parties.
7. Manage the Residential Sound Installation Program (RSIP) in both the Rainier Valley and Tukwila.
8. Support other agency departments and lines of business in policy development, special projects and long range planning exercises.

Action plans

1. Facilitate Link's management of third-party agreements to ensure compliance, efficiency, and accountability by all parties. Work in partnership with the: a) cities, b) county, c) major institutions, d) ports, and e) state to achieve on-time delivery of service and manage to board-approved budgets.
2. Support the board's adoption of the final North Link route and complete environmental and other work needed to secure the Record of Decision and other FTA approvals for North Link. Procure final design team(s) and commence final design for North Link. Negotiate third-party agreements to support final design work.
3. Facilitate the negotiation of an MOA with the Port of Seattle and a Development and Transit Way Agreement with the City of SeaTac for timely construction of light rail facilities at SeaTac International Airport. Participate in the City of SeaTac's Station Area Plan update process.
4. Provide communications staff with information about the light rail project and its regional importance to provide to: a) Washington State's congressional delegation, b) other elected officials, and c) the Federal Transit Administration. Prepare the annual and semiannual updates to FTA's Report to Congress on New Start projects.
5. Design and construct modifications to the 150 residences in the Rainier Valley and Tukwila that have been identified to receive mitigation under the RSIP program.
6. Manage the consultant team that will prepare environmental documents, civil and system designs, and cost estimates for the East Corridor High-Capacity Transit (HCT) Study as part of the Sound Transit 2 (ST 2) Plan.

Systems Engineering—Link

Objectives

1. Design and construct the systems engineering elements of Central Link to achieve long-term goals. These goals are for: a) regional transportation, b) system quality, c) community fit and enhancement, and d) environmental quality.
2. Complete the systems engineering elements of Central Link within the board-approved budget and schedule.
3. Coordinate with other agencies, utilities, and power companies to negotiate supply of required services.
4. Coordinate with civil construction to ensure civil and systems integration and capability.
5. Support design for the Airport Link as designated by the board.

Action plans

1. Continue to administer a contract to furnish and supply 31 low-floor light rail vehicles and monitor setup of the local plant and assembly of the first domestic vehicles.
2. Negotiate an electrical power operating agreement with Seattle City Light.
3. Continue to administer a contract to furnish and install signal system, traction power, and overhead contact system for the Initial Segment.
4. Continue to administer a contract to furnish and install communications equipment, Operations Control Center, and Supervisory Control and Data Acquisition systems.
5. Award and issue the Notice to Proceed for a contract to supply Ticket Vending Machines for the Initial Segment.
6. Complete design of the Airport Link Systems elements.
7. Monitor and inspect all systems' infrastructure provided by the civil contracts.

Link Light Rail Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	4,536,450	5,103,881	5,109,714	5,426,085
Benefits	2,326,695	2,672,073	2,557,345	2,779,446
<i>Subtotal</i>	6,863,145	7,775,954	7,667,059	8,205,531
SERVICES				
Consultant/Management	27,935	53,000	16,810	18,000
Legal	4,007	1,500	225	1,000
Maintenance	2,600	3,000	0	0
Printing/Binding	6,008	11,000	4,769	15,250
Advertising/Marketing	444	500	0	500
Other Services	20,314	49,070	23,582	50,250
<i>Subtotal</i>	61,307	118,070	45,385	85,000
MATERIALS AND SUPPLIES				
Office Supplies	48,383	43,300	32,003	45,000
Postage	29	9,500	174	3,900
Small Equipment/Furniture	12,130	15,650	15,316	15,330
Other Materials & Supplies	10,274	30,700	2,591	30,300
<i>Subtotal</i>	70,816	99,150	50,083	94,530
MISCELLANEOUS EXPENSES				
Dues & Memberships	2,601	4,848	6,902	8,584
Travel & Meetings	46,131	80,232	47,846	152,910
Books & Subscriptions	4,597	11,900	6,521	7,400
Training	5,778	18,030	7,829	18,222
Other Misc. Expenses	30,541	13,000	25,519	16,800
Contingency	0	0	0	0
<i>Subtotal</i>	89,648	128,010	94,617	203,916
LEASES AND RENTALS				
Admin Facilities Rental	0	0	0	0
Leased Vehicles/Parking	0	0	5,279	0
Meeting Space	544	2,500	0	800
Leased Furniture & Equip	0	0	0	0
<i>Subtotal</i>	544	2,500	5,279	800
OTHER EXPENSES				
Utilities	20,205	30,040	28,422	69,140
Insurance	653	0	0	0
Taxes	54	0	54	0
<i>Subtotal</i>	20,912	30,040	28,476	69,140
TOTAL STAFF OPERATIONS	7,106,373	8,153,724	7,890,900	8,658,917

PROJECT DELIVERY SUPPORT SERVICES

Director's Office

Objectives

1. Provide leadership for department staff.
2. Provide timely and cost-effective support services to staff.
3. Oversee the Real Estate, Quality Assurance, Agency Project Controls, and Contracts and Diversity programs. Create a team that provides high quality agencywide services to all lines of business and corporate departments.
4. Continue developing business practices that promote efficient use of resources.

Action plans

1. Implement a training and employee development plan for each division in the Project Delivery Services Department.
2. Facilitate customer focused workshops for each division to create work plans to better support capital and corporate departments.

Contracts and Diversity

Objectives

1. Provide timely, cost-effective, and legally compliant procurement and contracting services. Ensure compliance with funding sources and state and federal regulations.
2. Balance the competing interests of: a) internal and external customers, b) general public, c) other agencies, and d) the business community. Implement procurement processes that are fast, fair, and competitive and that use public funds responsibly.
3. Ensure that the staff in the Contracts Division is trained in procurement policies and procedures.
4. Help adopt policies and strategies according to Guiding Principles for Employment and Contracting which was adopted by the Sound Transit Board in 1997. Accomplish this through guidance leadership, management, and advocacy.

Action plans

1. Continue to implement Disadvantaged Business Enterprise Program and Small Business Program. Include minority and women-owned businesses and businesses owned by persons with disabilities. Observe federal and state laws and Sound Transit policies. Improve contracting opportunities for small businesses, as follows:
 - (a) Assist with community outreach sessions. Co-sponsor contracting opportunity sessions for Disadvantaged Business Enterprises and other small businesses. Hold sessions with public and private partners throughout the region.
 - (b) Participate in Northwest Minority Business Council events.
 - (c) Work with Sound Transit managers to identify and publish contracting opportunities.
 - (d) Encourage Sound Transit lines of business and corporate departments to develop pieces of work that can be performed by small businesses.
2. Receive Federal Transit Administration Procurement Systems Review that acknowledges improvement.

3. Monitor business practices to ensure:
 - (a) Prompt payment of vendors.
 - (b) Compliance with Records Management Initiative.
 - (c) Prompt handling of change orders.
 - (d) Smooth transition from procurements to contract administration.
4. Train agency and Contracts Division staff to ensure compliance with regulations.
5. Continue to implement Equal Employment Opportunity and Apprenticeship Contract Compliance and Monitoring Program, consistent with *Sound Move* and federal, state, and local laws.
6. Monitor Title VI program to ensure compliance with federal nondiscrimination laws and regulations.
7. Continue to implement voluntary Project Labor Agreements and Apprenticeship policies. Do this in partnership with labor, contractor, and community representatives to advance Sound Transit's objectives.

Project Control

Objectives

1. Ensure adherence to agency-level project control policies and procedures in accordance with the *Sound Move* Program. Coordinate this with agencywide project control staff.
2. Assist non-capital departments manage projects and contracts. Provide them with project management support and expertise. Manage the project control support services contract to ensure that all departments have the necessary project control resources.
3. Coordinate with the: a) Federal Transit Administration, b) Project Management Oversight Consultant, c) Sound Transit Board, and d) Citizen Oversight Panel on project control and project management related matters. Coordinate the Federal Transit Administration quarterly reviews.
4. Provide business process ownership to support an agencywide records management system. This system results in standardization of file structures and meets record retention and disaster recovery needs.
5. Lead the Project Management initiative to develop project baselines and standardization of project evolution. Serve as focal point for knowledge transfer, leadership, training, and best practices in project management. Serve as a key strategic resource to project control and project management staff.
6. Provide continued leadership and expertise in the evaluation and standardization of Sound Transit business practices. This will result in work practices that are clearly defined, effective and efficient, and disciplined.

Action plans

1. Oversee internal project delivery business practices to help ensure adherence to procedures. Provide training in the use of standardized agency project management tools and business practices.
2. Support agency initiatives by providing project control and project management expertise to corporate departments. Actively manage the Management Services Consultant contract.
3. Serve as a point of contact for FTA and Project Management Oversight Committee. This includes: a) facilitating the development of monthly and quarterly agendas for FTA meetings,

- b) ad hoc requests from FTA and PMOC, c) managing FTA action items, d) coordinating a response to the Agency Progress Report, and d) co-chairing meetings as required.
- 4. Serve as a business process owner for: a) project management, b) data management, c) document management, d) project cost and reporting applications, and e) project delivery.
- 5. Lead the Phase/Gate project base lining effort. Ensure standardization of project evolution, established project scope, and budget and schedule baselines.
- 6. Participate with the Technical Steering Committee, Technical Advisory Committee, and Information Technology in long-term IT strategy development. Develop a cost-effective, long-term strategy for system upgrades, maintenance, or migration.
- 7. Participate in the development of Sound Transit Two (ST 2) adopted projects.
- 8. Review project and contract status information submitted by capital programs and inform executive management of potential issues. Manage the publication of the Agency Progress Report and ensure it remains an effective management tool for raising awareness of pending or potential issues, as well as an effective tool for communicating current project status and direction.
- 9. Manage agency Phase-Gate policy and process for development and execution of capital projects and contracts.

Quality Assurance

Objectives

- 1. Assist agency leadership team in implementation of Performance Management System.
- 2. Provide staff support to Performance Audit Committee.
- 3. Assist agency leadership team in implementation of goals and objectives as directed.
- 4. Provide oversight and program performance guidance on agency operating and capital programs.
- 5. Implement the Link Quality Assurance Program Plan, the Link Final Design Quality Plan, and the Link Construction Quality Plan.
- 6. Implement the System Safety Program Plan and the Safety Certification Plan in compliance with federal, state, and municipal safety and quality-related codes.
- 7. Evaluate hazards, develop criteria and specification conformance checklists, develop safety database, perform safety audits, develop public information pieces, perform site visits, and support start-up and test program.
- 8. Develop and implement the Systems Assurance Program Plan for Link.
- 9. Develop Systems Assurance Requirements for reliability, maintainability, and availability for essential project equipment for Link.
- 10. Develop Systems Assurance specifications for contract documents for Link.
- 11. Ensure design milestone and construction submittals are in compliance with: a) systems, b) fire and life safety, and c) quality related requirements.
- 12. Implement the Sounder and Regional Express Quality Assurance Program Plan(s).
- 13. Ensure design milestone and construction submittals are in compliance with quality requirements.
- 14. Verify that sufficient Engineering, Project Control, and Construction Management procedures are in place for planning, design, manufacturing, construction, testing, and operations.

Action plans

1. Develop quality system safety, system assurance, and safety certification provisions for planning, design, construction management, and construction contracts.
2. Perform design reviews at each design milestone submittal to provide timely comments on design details.
3. Perform audits and surveillance in support of the operating, design, and construction activities.
4. Perform audits, surveillance, and site visits to monitor: a) planning activities, b) design activities, c) manufacturing, fabrication, inspection, testing, and installation activities, and d) construction activities.
5. Review contractor submittals.
6. Verify that staff, consultants, and contractors are performing work in compliance with program requirements.
7. Create standards and procedures to ensure the following comply with federal, state, local, and industry requirements:
 - (a) Fire and life safety
 - (b) System safety
 - (c) Quality assurance
 - (d) System assurance
 - (e) Safety certificationIssue plans and provide training on implementation for each.
8. Develop a system to provide timely data retrieval on:
 - (a) Hazard potential
 - (b) Design compliance
 - (c) Construction verification
 - (d) Systems
 - (e) Fire and life safety complianceProvide Quality Assurance and Quality Control expertise to support Sounder and Regional Express Capital Projects' 2006 Action Plan activities.
9. Assure design and construction quality compliance with requirements for: a) Federal Transit Administration, b) Washington State Department of Transportation, c) Burlington Northern Santa Fe (BNSF), d) municipalities, and e) Sound Transit. Standardize requirements but maintain flexibility for individual contracts. Review consultant and contractor submittals for compliance.
10. Audit support departments to verify that staff, consultants, and contractors are performing work in compliance with program requirements.
11. Create requirements and procedures for quality assurance. Ensure they comply with all federal, state, local, and industry requirements. Issue plans and provide training on implementation.

Real Estate

Objectives

1. Acquire property rights to facilitate construction. Retain community and neighborhood values and goals.
2. Assist displaced citizens and businesses in relocating to new and suitable locations.
3. Manage asset planning and implementation for the agency's real property assets. These include: a) investment planning, b) surplus property marketing, and c) disposal and related asset management activities.
4. Have Real Estate Management Plan in place for Sounder projects and properties.
5. Have properly trained and deployed staff to meet changing workload requirements.

Action plans

1. Manage the agency's Real Estate Division. Provide: a) acquisition, b) relocation, c) transit-oriented development, d) joint development, and e) asset management services.
2. Support of each line of business' capital program through acquisitions and relocations. Finalize Sounder Lakewood-Tacoma and Sounder Everett-Seattle projects. Continue working toward completion of multiple projects for Regional Express. Support Link light rail by doing cost estimates for North Link acquisitions. Work with Link program development staff to identify acquisition challenges in North Link and develop strategies to resolve issues.
3. Evaluate property inventory and begin to dispose of surplus property from acquisition for Link's initial segment project. Follow the Surplus Real Estate Disposal Policy.
4. Hire a consultant to prepare Real Estate Management Plan.
5. Restructure the Real Estate Division staffing to reflect the workload requirements by eliminating one position and creating one other with an overlap period.

Transit Oriented Development

Objectives

1. Assist internal clients at Link, Capital Projects, and Transportation Services with implementing Sound Transit's adopted Transit Oriented Development and Real Property policies and procedures. Offer support, resources, and technical assistance.
2. Help regional partners, such as local jurisdictions and other public agencies that support Sound Transit's Transit Oriented Development goals. Offer support, resources, and technical assistance.
3. Support development of work agendas that use *Sound Move* Appendix D's framework for integrating the regional transit system and land use.
4. Continue developing the TOD Program at Sound Transit within the Real Estate Division by applying board-adopted TOD and joint development criteria to identify, preserve, and pursue opportunities, including public/private and public/public partnerships.

Action plans

1. Continue to provide resources, information and technical assistance to the lines of business. This includes TOD training for project managers, and feasibility and local jurisdiction station-area planning studies.
 - (a) Oversee, analyze, and study site and station-area locations within the Sound Transit district.

- (b) Specific actions include 1) technical assistance to El Centro de la Raza at Beacon Hill Station to assess redevelopment potential adjacent to the station, 2) working with the University of Washington to assess potential redevelopment opportunities at Mount Baker Station, 3) collaboratively working with Pierce Transit, City of Tacoma, University of Washington Tacoma, and the Dome District Station property owners to implement the adopted station area plan.
2. Continue to provide technical assistance, resources, and information to regional partners. These include local jurisdictions that are preparing plans, programs, or properties in support of: a) TOD projects, b) *Sound Move*'s regional transit goals and objectives (per Appendix D of *Sound Move*), and c) the Growth Management Act.
- Specific jurisdictions identified to receive this assistance include the City of Auburn, Snohomish County, and the City of Sumner, based on existing requests.
3. Manage preparation of site-specific pre-development technical studies, plans, financial packages, and Requests for Proposals process for the Federal Way TOD properties, and continue oversight responsibilities for implementation of the Woodinville Transit Oriented Housing Development (TOHD) project.

Task Schedule

	<u>Start</u>	<u>Finish</u>
1. El Centro de la Raza technical assistance	1 st Quarter	4 th Quarter
2. Tacoma Dome Station plan implementation	1 st Quarter	4 th Quarter
3. Woodinville TOHD oversight	1 st Quarter	3 rd Quarter
4. Federal Way TOD RFP process	1 st Quarter	3 rd Quarter
5. ST-UW Mount Baker Station analysis	2 nd Quarter	4 th Quarter

Project Delivery Support Services Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	3,236,834	3,801,191	3,265,321	3,570,747
Benefits	1,639,841	2,006,330	1,737,186	1,975,192
<i>Subtotal</i>	4,876,675	5,807,521	5,002,507	5,545,939
SERVICES				
Consultant/Management	826,439	1,210,800	940,420	1,083,500
Accounting/Auditing	7,875	0	371	0
Maintenance	5,067	5,000	0	0
Printing/Binding	14,050	43,750	3,083	32,500
Advertising/Marketing	0	12,000	420	2,000
Other Services	301,212	455,700	140,703	168,100
Software And Hardware Maintenance	0	2,000	0	0
<i>Subtotal</i>	1,154,643	1,729,250	1,084,996	1,286,100
MATERIALS AND SUPPLIES				
Office Supplies	19,207	15,100	16,331	21,100
Postage	2,830	10,500	1,835	9,700
Small Equipment/Furniture	10,175	11,500	11,990	8,500
Other Materials & Supplies	9,191	14,700	20,558	18,500
<i>Subtotal</i>	41,404	51,800	50,715	57,800
MISCELLANEOUS EXPENSES				
Dues & Memberships	8,405	6,615	10,475	38,110
Travel & Meetings	51,735	49,691	44,579	26,977
Books & Subscriptions	10,176	7,000	12,481	6,400
Training	16,568	45,211	56,532	56,600
Other Misc. Expenses	62,037	11,500	32,990	31,000
Contingency	0	0	0	0
<i>Subtotal</i>	148,922	120,017	157,056	159,087
LEASES AND RENTALS				
Leased Vehicles/Parking	268	0	202	0
Meeting Space	725	9,000	7,262	13,000
Leased Furniture & Equip	0	1,500	0	1,500
<i>Subtotal</i>	993	10,500	7,463	14,500
OTHER EXPENSES				
Utilities	4,449	4,949	9,161	7,000
<i>Subtotal</i>	4,449	4,949	9,161	7,000
TOTAL STAFF OPERATIONS	6,227,085	7,724,037	6,311,897	7,070,426

TRANSPORTATION SERVICES

Mission

To achieve Sound Transit's mission for operating an integrated regional high-capacity transportation system by efficiently and effectively delivering safe, reliable, user-friendly, and high quality transportation services and facilities.

Objectives

1. Continuously enhance safety and improve the quality of Sound Transit services and facilities.
2. Increase ridership on all Sound Transit modes.
3. Control the costs of service delivery and facility operation and maintenance.
4. Sustain and improve transportation partnerships.
5. Provide employee development opportunities and recognize employee performance.
6. Support and direct the development and implementation of new services and facilities.

Action plans

Objective 1: Continuously enhance safety and improve the quality of Sound Transit services and facilities.

1. Develop and monitor service performance standards for all Sound Transit modes and implement department portion of agency performance management system.
2. Manage and provide training for Service Interruption/Rapid Response Team.
3. Conduct annual emergency preparedness drills.
4. Complete triennial APTA safety audit on Sounder.
5. Complete FTA-required audits of Tacoma Link Operations.
6. Conduct customer and other surveys to identify improvement opportunities.
7. Implement the Regional Customer Comment database.

Objective 2: Increase ridership on all Sound Transit modes.

1. Complete annual Service Implementation Plan and implement 2005 Comprehensive Operations Analysis recommendations.
2. Explore service expansion opportunities on Sounder.
3. Together with the Communications Department, coordinate customer communications during Downtown Seattle Transit Tunnel closure.
4. Provide timely, responsive, and convenient customer assistance and rider information.
5. Coordinate rider information programs with regional partners.
6. Implement market development initiatives to increase information and access to the region's transit systems including production of a regional system map.
7. Implement marketing programs and an enhanced community outreach process and include delivery of selected special event transit services.

Objective 3: Control the costs of service delivery and facility operation and maintenance.

1. Monitor Sound Transit service performance through daily service reports, monthly performance reports, and other reports as specified in the service agreements with the transit agencies. Produce a quarterly performance report to the CEO.
2. Complete ST Express fleet powertrain retrofit project.

3. Operate and maintain Sound Transit owned facilities in a safe and cost-effective manner staying within 5% of budget.
4. Identify and implement five cost control measures utilizing the comprehensive Facilities and Signage Maintenance Plan and/or other standards from recognized industry groups such as Building Owners and Management Association or International Facilities Management Association.
5. Implement ST Express bus midday bus storage project with Pierce Transit.
6. Assist with agency implementation of the beta test for the regional Smart Card project.

Objective 4: Sustain and improve transportation partnerships.

1. Coordinate and provide support for Transit General Managers and Transit Integration Group meetings.
2. Facilitate Citizens Accessibility Advisory Committee in review of Find-A-Ride web-site implementation and outreach materials and to discuss implementation of Regional Special Needs Plan.
3. Meet quarterly with Regional Bus operating agency financial managers to discuss financial trends and seek cooperative ways to reduce overall costs of providing transit service.
4. Conduct review meetings with ST Express bus, Sounder commuter rail, and Central Link Initial Segment operating partners to improve understanding of each others needs.

Objective 5: Provide employee development opportunities and recognize employee performance.

1. Develop and implement an employee recognition program such as employee of the month, team awards, and volunteer and individual recognitions.
2. Conduct a training needs assessment and implement appropriate training programs, i.e. customer service training and technical training.
3. Create a recognition program for individuals delivering Sound Transit services.

Objective 6: Support and direct the development and implementation of new services and facilities.

1. Support agency staff in the development of the Sound Transit 2 Plan, including providing planning and operations expertise and participation in outreach activities.
2. Review and, with King County, jointly negotiate start-up and rail activation cost estimates for the Central Link Initial Segment.
3. Implement start-up activities for the Central Link Initial Segment, including working with King County Metro to complete the staffing plan, and begin hiring key staff.
4. Develop a North Link and Airport Link Operations Plan to reflect preliminary engineering (PE).
5. Revise the Link Operations Plan to incorporate Central Link Initial Segment and extensions to North Link and Airport Link.
6. Develop the Maintenance Management Information System (MMIS) as part of the inter-governmental agreement with King County Metro for Central Link Initial Segment.
7. Develop fleet management plan to incorporate Central Link Initial Segment and extensions for North Link and Airport Link.

Transportation Services Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	1,238,135	1,564,344	1,484,616	1,758,126
Benefits	669,602	892,534	791,420	956,083
<i>Subtotal</i>	1,907,737	2,456,878	2,276,037	2,714,209
SERVICES				
Consultant/Management	19,859	352,000	6,368	280,000
Legal	66,859	0	4,891	0
Maintenance	404,011	445,720	518,096	518,158
Printing/Binding	2,292	15,200	1,613	93,200
Advertising/Marketing	0	0	0	11,000
Interlocal Agreements	0	0	0	150,000
Other Services	436,261	448,620	487,680	422,322
Software And Hardware Maintenance	625	0	0	0
<i>Subtotal</i>	929,907	1,261,540	1,018,647	1,474,680
MATERIALS AND SUPPLIES				
Office Supplies	5,461	3,300	11,945	3,750
Postage	150	450	53	20,650
Small Equipment/Furniture	15,357	22,100	11,395	7,600
Other Materials & Supplies	63,868	97,900	86,574	109,908
<i>Subtotal</i>	84,836	123,750	109,968	141,908
MISCELLANEOUS EXPENSES				
Dues & Memberships	0	2,300	1,443	1,325
Travel & Meetings	12,868	24,201	21,222	25,000
Books & Subscriptions	3,413	2,400	8,090	4,900
Training	1,922	10,540	5,022	10,277
Other Misc. Expenses	12,534	16,260	26,211	23,200
<i>Subtotal</i>	30,738	55,701	61,987	64,702
LEASES AND RENTALS				
Admin Facilities Rental	20,591	20,000	47,691	51,600
Leased Vehicles/Parking	165,688	243,167	173,271	187,800
Meeting Space	547	0	0	600
Leased Furniture & Equip	3,360	0	0	0
<i>Subtotal</i>	190,185	263,167	220,963	240,000
OTHER EXPENSES				
Utilities	177,908	190,054	186,372	211,060
Insurance	-7,934	2,000	-19,076	2,000
Taxes	3,035	3,300	4,679	3,500
Interest Expense	0	1,350	0	0
<i>Subtotal</i>	173,009	196,704	171,975	216,560
TOTAL STAFF OPERATIONS	3,316,411	4,357,740	3,859,576	4,852,059

Central Costs Staff Operating Budget

<i>Description</i>	2004 Actuals	2005 Budget	2005 Actual	Adopted 2006
SALARIES AND BENEFITS				
Salaries	0	0	0	128,652
Benefits	-81,489	0	0	69,734
<i>Subtotal</i>	-81,489	0	0	198,386
SERVICES				
Maintenance	0	0	442	0
Interlocal Agreements	170,708	175,000	171,443	175,000
Other Services	0	0	25,000	0
<i>Subtotal</i>	170,708	175,000	196,885	175,000
MATERIALS AND SUPPLIES				
Small Equipment/Furniture	0	0	8,743	0
<i>Subtotal</i>	0	0	8,743	0
MISCELLANEOUS EXPENSES				
Dues & Memberships	150,210	150,000	150,056	160,000
Other Misc. Expenses	16,091	0	0	0
<i>Subtotal</i>	166,301	150,000	150,056	160,000
LEASES AND RENTALS				
Admin Facilities Rental	1,953,532	2,193,338	1,698,114	1,593,500
Leased Furniture & Equip	50,467	0	0	0
<i>Subtotal</i>	2,003,998	2,193,338	1,698,114	1,593,500
OTHER EXPENSES				
Utilities	1,906	0	4,043	0
Taxes	121,178	0	131	0
Interest Expense	18,765	0	0	0
Depreciation	2,961,453	2,661,065	2,586,319	2,225,315
<i>Subtotal</i>	3,103,302	2,661,065	2,590,493	2,225,315
TOTAL STAFF OPERATIONS	5,362,820	5,179,403	4,644,291	4,352,201

Project**001** Agency Administration**Description**

This budget item is the cost of Sound Transit staff administration capital. Only those items that meet the current accounting capitalization threshold of \$5,000 per item are included here. All of these items are funded out of the Regional Fund.

Summaries

Baseline (in YOES\$000)	0
2005 Adopted Budget (in YOES\$000)	16,574
2006 Adopted Budget (in YOES\$000)	16,574

Capital Costs

Sub Area	1997-2004	2005	2006	2007	2008	2009	2010	Total
Regional Fund	11,403	1,906	1,493	600	600	573	0	16,574
Total	11,403	1,906	1,493	600	600	573	0	16,574

Capital Cost Elements

Cost Element	1997-2004	2005	2006	2007	2008	2009	2010	Total
Office Furniture	2,263	0	0	0	0	0	0	2,263
Fleet - Automobiles	867	0	160	0	0	0	0	995
Computer Equipment	2,455	1,451	430	0	0	0	0	4,336
Computer Software	1,043	434	737	0	0	0	0	2,214
Enterprise System Software	4,432	0	0	0	0	0	0	4,432
Other Office Equipment	341	21	166	0	0	0	0	560
Unallocated Budget	0	0	0	600	600	573	0	1,773
Total	11,403	1,906	1,493	600	600	573	0	16,574

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APPENDIX A

SOUND TRANSIT STAFFING PLAN

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Sound Transit 2006 Staffing Plan Summary

	Filled at end of 2005	2005 Adopted	2006 Adopted	New Positions
Corporate Staff				
Board Administration				
Board Administration	5.00	5.40	5.00	(0.40)
Board Administration	5.00	5.40	5.00	(0.40)
Capital Projects				
Business Services	5.00	6.00	6.00	-
Community Connections	9.00	9.00	12.00	3.00
Construction	7.00	8.00	7.00	(1.00)
Director's Office	5.00	5.00	5.00	-
Everett - Tacoma Corridor	2.00	8.00	2.25	(5.75)
Project Control	8.00	8.00	8.00	-
Tacoma - Lakewood	3.00	5.00	4.00	(1.00)
Capital Projects	39.00	49.00	44.25	(4.75)
Central Costs				
Unallocated	-	-	2.00	2.00
Central Costs	-	-	2.00	2.00
Community Development Fund				
Community Development Fund	1.00	2.00	1.00	(1.00)
Community Development Fund	1.00	2.00	1.00	(1.00)
Executive				
CEO Office	3.00	2.60	4.00	1.40
GSC	2.00	3.00	2.00	(1.00)
Human Resources	4.00	6.00	5.00	(1.00)
Safety and Security	6.00	7.00	6.00	(1.00)
Office of Policy & Planning	13.00	13.00	14.75	1.75
CCO Office	6.50	6.50	6.50	-
Creative Services	6.00	6.00	6.00	-
External Relations	6.75	8.25	6.75	(1.50)
Government Relations	6.00	4.50	6.00	1.50
Marketing	5.00	5.00	5.00	-
Public Art	1.50	1.50	1.50	-
Executive	59.75	63.35	63.50	0.15
Finance & Information Technology				
Accounting & Treasury	18.00	19.00	19.00	-
Budget	7.00	7.00	7.00	-
CFO Office	7.00	6.00	6.00	-
Grants Management	2.00	3.00	3.00	-
Information Technology	22.00	22.00	22.00	-
Risk Management	2.00	2.00	2.00	-
Finance & Information Technology	58.00	59.00	59.00	-

Sound Transit 2006 Staffing Plan Summary

	Filled at end of 2005	2005 Adopted	2006 Adopted	New Positions
Legal				
Environmental Compliance	5.00	6.00	6.00	-
General Counsel	12.00	12.00	11.00	(1.00)
Legal	17.00	18.00	17.00	(1.00)
Link Light Rail				
Director's Office	5.00	5.00	5.00	-
Civil Engineering	13.00	14.00	13.00	(1.00)
Construction Management	10.00	9.00	10.00	1.00
Link Community Outreach	10.00	10.00	10.00	-
Link Environmental	2.00	2.00	2.00	-
Project Control	14.00	16.00	16.00	-
Project Development	9.00	10.00	10.00	-
Systems Engineering	9.00	8.00	9.00	1.00
Link Light Rail	72.00	74.00	75.00	1.00
Project Delivery Support Services				
Director's Office	2.00	2.00	2.00	-
Agency Project Control	2.00	4.00	3.00	(1.00)
Contracts	31.00	33.00	32.00	(1.00)
Quality Assurance	7.00	8.00	8.00	-
Real Estate	11.00	12.00	12.00	-
Transit Oriented Development	2.00	2.00	2.00	-
Project Delivery Support Services	55.00	61.00	59.00	(2.00)
Transportation Services				
Director's Office	5.00	4.00	4.00	-
Customer Service and Information	8.60	9.60	10.60	1.00
Facilities Maintenance	6.00	6.00	6.00	-
Link Operations*	3.00	3.00	3.00	-
Service Planning and Development	3.00	4.00	4.00	-
Transportation Services	25.60	26.60	27.60	1.00
Total Corporate Staff	332.35	358.35	353.35	(5.00)
Operations Staff				
Transportation Services				
Regional Express Bus Operations	2.00	2.00	2.00	-
Sounder Commuter Rail Operations	3.00	3.00	3.00	-
Tacoma Link Light Rail Operations	16.00	16.00	16.00	-
Transportation Services	21.00	21.00	21.00	-
Total Operations Staff	21.00	21.00	21.00	-
Total Sound Transit Staff	353.35	379.35	374.35	(5.00)

* Link Operations staff were included in the Link Light Rail Department in the Adopted 2005 Budget

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Board Administration		
Board Administrator	1.00	1.00
Board Coordinator	2.00	2.00
Executive Assistant	0.40	-
Project Assistant	1.00	1.00
Records Management Coordinator	1.00	1.00
Board Administration	5.40	5.00
Capital Projects		
Business Services		
Community Outreach Specialist	1.00	1.00
Document Control Coordinator	1.00	1.00
Management Analyst	1.00	1.00
Program Manager, Business Services	1.00	1.00
Project Assistant	2.00	2.00
Business Services	6.00	6.00
Community Connections		
Program Manager, Community Connections	1.00	1.00
Project Coordinator	1.00	2.00
Project Development Coordinator	4.00	4.00
Project Manager	3.00	5.00
Community Connections	9.00	12.00
Construction		
Program Manager, Construction	1.00	1.00
Project Control Coordinator	1.00	1.00
Project Development Coordinator	1.00	1.00
Project Manager	5.00	4.00
Construction	8.00	7.00
Director's Office		
Administrative Assistant	1.00	1.00
Administrative Specialist	1.00	1.00
Capital Projects Director	1.00	1.00
Deputy Director	1.00	1.00
Project Assistant	1.00	1.00
Director's Office	5.00	5.00
Everett - Tacoma Corridor		
Construction Engineer	1.00	-
Program Manager Construction	1.00	-
Project Manager	2.00	-
Program Manager	2.00	1.00
Project Coordinator	1.00	1.00
Railroad Operations Specialist - CR	1.00	0.25
Everett - Tacoma Corridor	8.00	2.25
Project Control		
Project Control Coordinator	2.00	2.00
Project Control Specialist	4.00	4.00
Project Control Specialist/Scheduler	1.00	1.00
Project Manager, Project Control	1.00	1.00
Project Control	8.00	8.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Tacoma - Lakewood		
Program Manager	1.00	1.00
Project Manager	1.00	1.00
Project Coordinator	2.00	1.00
Project Development Coordinator	1.00	1.00
Tacoma - Lakewood	5.00	4.00
Capital Projects	49.00	44.25
Central Costs		
Unclassified	-	2.00
Central Costs	-	2.00
Community Development Fund		
Project Coordinator - Real Estate Mitigation	1.00	1.00
Senior Accountant - CDF	1.00	-
Community Development Fund	2.00	1.00
Executive		
CEO Office		
Chief Executive Officer	1.00	1.00
Deputy Chief Executive Officer	1.00	1.00
Executive Assistant	0.60	1.00
Startup Manager	-	1.00
CEO Office	2.60	4.00
GSC		
General Services Center Assistant	2.00	1.00
General Services Center Coordinator	1.00	1.00
GSC	3.00	2.00
Human Resources		
Administrative Assistant	1.00	1.00
HR Manager	1.00	1.00
Human Resource Coordinator	1.00	-
Human Resources Generalist	1.00	1.00
Senior Human Resources Generalist	2.00	2.00
Human Resources	6.00	5.00
Safety and Security		
Administrative Specialist	1.00	1.00
Construction Safety Specialist	1.00	1.00
Manager - Safety and Security	1.00	1.00
Safety Manager	1.00	1.00
Safety Technician	2.00	1.00
Security Officer	1.00	1.00
Safety and Security	7.00	6.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Office of Policy and Planning		
Administrative Specialist	1.00	1.00
Chief Policy & Planning Officer	1.00	1.00
GIS Coordinator	1.00	1.00
GIS System Analyst/ Programmer	-	1.00
Policy Analyst	1.00	1.00
Policy and Planning Manager	1.00	1.00
Program Manager	1.00	1.00
Project Assistant	1.00	1.00
Project Coordinator	1.00	1.00
Project Manager	3.00	3.00
Railroad Operations Specialist - CR	-	0.75
Senior Planner	2.00	2.00
Office of Policy and Planning	13.00	14.75
CCO Office		
Administrative Specialist	1.00	1.00
Chief Communications Officer	1.00	1.00
Deputy Chief Communications Officer	1.00	1.00
Media Relations Specialist	2.00	2.00
Project Assistant	1.50	1.50
CCO Office	6.50	6.50
Creative Services		
Creative Services Manager	1.00	1.00
Graphic Design Specialist	3.00	3.00
Graphic Designer	1.00	1.00
Video Production Specialist	1.00	1.00
Creative Services	6.00	6.00
External Relations		
Admin Assistant	0.50	-
Communications Specialist	2.00	2.00
Community Relations Coordinator	1.00	-
External Relations Manager	1.00	1.00
External Relations Specialist	1.00	1.00
Project Coordinator	0.75	0.75
Web Developer	1.00	1.00
Writer/Editor	1.00	1.00
External Relations	8.25	6.75
Government Relations		
Admin Assistant	0.50	-
Government and Community Relations Manager	1.00	1.00
Government and Community Relations Specialist	-	2.00
Government Relations Specialist	3.00	2.00
Project Coordinator	-	1.00
Government Relations	4.50	6.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Marketing		
Marketing Coordinator	1.00	1.00
Marketing Manager	1.00	1.00
Project Assistant	1.00	1.00
Project Coordinator	1.00	1.00
Writer/Editor	1.00	1.00
Marketing	5.00	5.00
Public Art		
Project Assistant	0.50	0.50
Public Art Program Administrator	1.00	1.00
Public Art	1.50	1.50
Executive	63.35	63.50
Finance & Information Technology		
Accounting and Treasury		
Accounting Assistant	1.00	1.00
Accounts Payable Coordinator	1.00	1.00
Assistant Controller	1.00	1.00
Controller	1.00	1.00
Financial Accounting Manager	1.00	1.00
Financial Compliance Analyst	1.00	1.00
General Accountant	2.00	2.00
General Accountant - Fixed Assets	1.00	1.00
GL Accountant - Grants	1.00	1.00
Lead Accountant - GL	1.00	1.00
Lead Accountant - OH and OPS	1.00	1.00
Payroll Coordinator	1.00	1.00
Project Assistant - AP	1.00	1.00
Project Assistant - AP & AR	1.00	1.00
Senior Accountant - Capital Projects	1.00	1.00
Senior Accountant - Revenue	1.00	1.00
Senior Cash and Investment Analyst	1.00	1.00
Technical Analyst & Reporting Specialist	1.00	1.00
Accounting and Treasury	19.00	19.00
Budget Division		
Budget Manager	1.00	1.00
Senior Finance Analyst	5.00	5.00
Transportation Finance Planner	1.00	1.00
Budget Division	7.00	7.00
CFO Office		
Administrative Assistant	1.00	1.00
Administrative Specialist	1.00	1.00
Chief Financial Officer	1.00	1.00
Deputy Chief Financial Officer	1.00	1.00
Project Assistant	1.00	1.00
Senior Economist	1.00	1.00
CFO Office	6.00	6.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Grants Management		
Grants Administrator	1.00	1.00
Grants Manager	1.00	1.00
Grants Specialist	1.00	1.00
Grants Management	3.00	3.00
Information Technology		
Business Systems Administrator	2.00	2.00
Business Systems Analyst	2.00	2.00
Desktop Specialist	2.00	2.00
Enterprise Applications Administrator	1.00	1.00
Enterprise Systems Administrator	1.00	1.00
I T Business Systems Manager	1.00	1.00
Information Technology Manager	1.00	1.00
IT Operations Manager	1.00	1.00
IT Project Analyst	1.00	1.00
Network Engineer	1.00	1.00
Project Coordinator	1.00	1.00
Senior Desktop Specialist	1.00	1.00
Senior Integration Engineer	1.00	1.00
Senior IT Project Analyst	1.00	1.00
Server Engineer	3.00	3.00
Systems Integration Analyst	1.00	1.00
Telecommunications Specialist	1.00	1.00
Information Technology	22.00	22.00
Risk Management		
Claims Assistant	1.00	1.00
Risk Manager	1.00	1.00
Risk Management	2.00	2.00
Finance & Information Technology	59.00	59.00
Legal		
Environmental Compliance		
Biologist	1.00	1.00
Environmental Compliance Manager	1.00	1.00
Project Coordinator	1.00	1.00
Senior Environmental Analyst	1.00	1.00
Senior Environmental Planner	2.00	2.00
Environmental Compliance	6.00	6.00
General Counsel		
Administrative Specialist	1.00	1.00
Deputy General Counsel	1.00	1.00
General Counsel	1.00	1.00
Legal Counsel	6.00	5.00
Paralegal	1.00	1.00
Project Assistant	2.00	2.00
General Counsel	12.00	11.00
Legal	18.00	17.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Link Light Rail		
Director's Office		
Administrative Assistant	1.00	1.00
Administrative Specialist	1.00	1.00
Deputy Director - Light Rail	2.00	2.00
Light Rail Director	1.00	1.00
Director's Office	5.00	5.00
Civil Engineering		
Administrative Assistant	2.00	1.00
Architect	1.00	1.00
Civil Engineer	2.00	2.00
Civil Engineering Manager	1.00	1.00
Permits Administrator	1.00	1.00
Senior Architect	1.00	1.00
Senior Civil Engineer	6.00	6.00
Civil Engineering	14.00	13.00
Construction Management		
Civil Engineer	1.00	1.00
Construction Manager	1.00	1.00
Deputy Construction Manager	5.00	5.00
Project Coordinator	1.00	1.00
Project Manager	-	1.00
QC Specialist	1.00	1.00
Construction Management	9.00	10.00
Link Community Outreach		
Administrative Assistant	1.00	1.00
Community Outreach Coordinator	4.00	4.00
Community Outreach Specialist	2.00	2.00
Program Manager	1.00	1.00
Project Assistant	1.00	1.00
Project Manager	1.00	1.00
Link Community Outreach	10.00	10.00
Link Environmental		
Environmental Planner	1.00	1.00
Program Manager	1.00	1.00
Link Environmental	2.00	2.00
Project Control		
Administrative Assistant	1.00	1.00
Project Assistant	1.00	1.00
Project Control Coordinator	5.00	5.00
Project Control Manager	1.00	1.00
Project Control Specialist	6.00	6.00
Project Manager	1.00	1.00
Senior Project Control Manager	1.00	1.00
Project Control	16.00	16.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Project Development		
Administrative Assistant	1.00	1.00
Program Manager	2.00	2.00
Project Assistant	1.00	1.00
Project Development Coordinator	2.00	2.00
Project Manager	4.00	4.00
Project Development	10.00	10.00
Systems Engineering		
Administrative Assistant	1.00	1.00
Engineering Systems Inspector	1.00	1.00
Project Manager	-	1.00
Senior Systems Engineer	5.00	5.00
Systems Engineering Manager	1.00	1.00
Systems Engineering	8.00	9.00
Link Light Rail	74.00	75.00
Project Delivery Support Services		
Director's Office		
Administrative Specialist	1.00	1.00
Director	1.00	1.00
Director's Office	2.00	2.00
Agency Project Control		
Project Assistant	1.00	1.00
Project Control Coordinator	1.00	1.00
Project Control Manager - Agency	1.00	
Senior Project Control Engineer	1.00	1.00
Agency Project Control	4.00	3.00
Contracts		
Administrative Assistant	2.00	2.00
Contracts & Diversity Manager	1.00	1.00
Contracts Administrator	3.00	3.00
Contracts Assistant	11.00	11.00
Cost/Price Analyst	1.00	1.00
Diversity Program Manager	1.00	1.00
Diversity Program Specialist	2.00	2.00
Lead Contracts Administrator	6.00	5.00
Project Assistant	1.00	1.00
Project Labor Agreement Specialist	1.00	1.00
Senior Contracts Administrator	4.00	4.00
Contracts	33.00	32.00
Quality Assurance		
Administrative Assistant	1.00	1.00
Program Manager - QA/QC - Agency	1.00	1.00
QA Program Manager	1.00	1.00
QA/QC Manager	1.00	1.00
Quality Assurance Specialist	2.00	2.00
Safety Assurance and QA Specialist	1.00	1.00
System Assurance Specialist	1.00	1.00
Quality Assurance	8.00	8.00

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Real Estate		
Administrative Assistant	2.00	2.00
Project Assistant	2.00	2.00
Project Control Specialist	1.00	1.00
Real Estate Manager	1.00	1.00
Senior Property Representative	1.00	1.00
Senior Real Property Representative	5.00	5.00
Real Estate	12.00	12.00
Transit Oriented Development		
Project Coordinator	1.00	1.00
TOD Project Manager	1.00	1.00
Transit Oriented Development	2.00	2.00
Project Delivery Support Services	61.00	59.00
Transportation Services		
Director's Office		
Administrative Specialist	1.00	1.00
Deputy Director - Transportation Services	1.00	1.00
Project Coordinator	1.00	1.00
Transportation Services Director	1.00	1.00
Director's Office	4.00	4.00
Customer Service and Information		
Administrative Assistant	2.00	2.00
Customer Service & Accessibility Manager	1.00	1.00
Customer Service Specialist	1.00	1.00
Info Center Specialist	0.60	0.60
Project Assistant	4.00	4.00
Project Manager	1.00	1.00
Rider Information Coordinator	-	1.00
Customer Service and Information	9.60	10.60
Facilities Maintenance		
Facilities Manager	1.00	1.00
Facilities Project Manager	1.00	1.00
Project Assistant	2.00	2.00
Project Coordinator	2.00	2.00
Facilities Maintenance	6.00	6.00
Link Operations		
Program Manager	1.00	1.00
Project Manager	2.00	2.00
Link Operations	3.00	3.00
Service Planning and Development		
Community Outreach Specialist	1.00	1.00
Program Manager	1.00	1.00
Project Manager	2.00	2.00
Service Planning and Development	4.00	4.00
Transportation Services	26.60	27.60
Total Corporate FTEs	358.35	353.35

Sound Transit 2006 Staffing Plan by Department

	2005 Adopted	2006 Adopted
Transit Operations		
Regional Express Bus Operations		
Project Manager	1.00	1.00
Project Assistant	1.00	1.00
Regional Express Bus Operations	2.00	2.00
Sounder Commuter Rail Operations		
Project Assistant	1.00	1.00
Program Manager - Transportation Services	1.00	1.00
Transportation Specialist	1.00	1.00
Sounder Commuter Rail Operations	3.00	3.00
Tacoma Link Light Rail Operations		
Project Assistant	1.00	1.00
LRV Operator	7.00	7.00
LRV Technician	3.00	3.00
Operations Supervisor	4.00	4.00
Operations Manager	1.00	1.00
Tacoma Link Light Rail Operations	16.00	16.00
Total Operations Staff	21.00	21.00
Total Sound Transit Staff	379.35	374.35

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APPENDIX B

SUPPLEMENTAL INFORMATION

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SUPPLEMENTAL INFORMATION

Allocation and capitalization methodology

Approximately 64 percent (\$35.4 million) of the staff operating budget of \$55.4 million is allocated either to capital projects, transit operations, or is a general and administration expense. The remaining 36 percent (\$20 million) represents the net staff operating budget for the agency. This allocation is forecasted to remain through Phase 1. These costs are summarized in the table below.

Allocation of Operating Staff Budgets			
	Total Staff Operating Budgets	Allocated Costs	Net Staff Operating Budgets
Corporate Departments	\$ 35,053,849	\$ 18,501,149	\$ 16,552,700
Project Delivery & Service Delivery	18,164,202	16,920,130	1,244,072
Depreciation	2,225,315	-	2,225,315
	\$ 55,443,365	\$ 35,421,279	\$ 20,022,087

The Adopted 2006 budget allocates about 53 percent of corporate department costs to the capital projects and transit operations. These costs are distributed by an activity-based allocation model that utilizes activity drivers to distribute costs to departments based on their use of the service or resource. For example, a portion of accounting's costs is distributed to modal departments based on the relative share of total agency invoices that were processed for that department.

Transportation Services, with 25 percent of the agency's invoices for a given period, would be assigned 25 percent of the costs of the accounting unit. Each division is reviewed for appropriate drivers to allocate their costs and examples of other activity drivers include: direct wages, computer users, and square footage of space occupied. For budgeting purposes, these activity drivers are estimated for the coming year. The actual expenses are ultimately allocated based on actual activity drivers which are updated annually.

Budget for costs allocated from corporate departments to capital projects and transit services are included in the departments' capital and operating budgets. These budgets are calculated based on projections of the costs for each within the agency's long-term administrative cost forecast model. The costs assigned to capital projects are "capitalized"—captured as part of the capital projects' total costs and depreciated over the life of the capitalized project. Miscellaneous capital outlays (such as computers and small equipment) are recorded as Regional Fund fixed assets, even if the costs are incurred by a modal department. The Adopted 2006 budget contains \$1.5 million in non-capitalizable subarea costs. These costs are associated with capital programs, but under generally accepted accounting principles cannot be treated as capital outlays and must be expensed. These costs include leases, rent, taxes, some insurance items, specific project management consulting services, and project write-offs.

Capitalization

It is the policy of Sound Transit to capitalize costs for items that cost more than \$5,000 and have useful lives that are greater than one year. Such costs are capitalized into fixed asset accounts within the balance sheet and depreciated over their useful lives. Sound Transit's balance sheet contains separate accounts for fixed assets as described by the Washington State Budget and

Accounting Reporting System. Fixed assets are tracked through the agency's enterprise resource planning system, and are reconciled by asset account. Expenditures for capital projects under construction are reported on the balance sheet in a construction in progress account. When construction is completed and the asset placed in service, the asset will then be recorded as a fixed asset and associated depreciation will be recorded.

The Adopted 2006 Budget records all debt service payments as non-departmental operating expenses so that total debt service payments are identifiable. It then allocates a portion of those debt service payments as capitalized interest to capital projects in proportion to the agency's annual capital spending as a percentage of outstanding debt, consistent with generally accepted accounting principles.

Subarea financial structure, allocations, borrowing, and debt allocation

The subarea equity principle is an integral part of the regional transit system approved by the voters in 1996 and is included in *Sound Move's* Appendix B: Financial Policies. The subarea principle is defined in Appendix B as "utilizing local tax revenues and related debt for projects and services which benefit generally in proportion to the level of revenues each subarea generates." Appendix B also defines Phase 1 as the period in which subarea equity will be evaluated. A determination of whether subarea equity is achieved will occur at the end of Phase 1.

To this end, the agency has developed an accounting system that tracks all transactions, i.e., revenues, expenses, and capital outlays at the subarea level. On an annual basis, management represents the accuracy of the subarea data through an annual agreed upon procedures report issued by the agency's independent auditor in conjunction with the financial and federal audit processes. Additionally, the Washington State Auditor's Office audits the subarea data annually.

The majority of capital, transit operations, and non-capital line of business expenses and revenues are solely attributable to a single subarea. For those transactions that span two or more subareas, the agency has developed a methodology based on *Sound Move's* Appendix A: Detailed Description of Facilities and Costs and Appendix B: Financial Policies. Transactions that require an allocation are based on drivers that are specific to each line of business. These drivers are derived from *Sound Move* assumptions in Appendix A and B and reviewed on an annual basis by independent auditors. Detailed below are the drivers used by each line of business that are interwoven throughout the budget document and incorporated into the agency's financial system for allocating costs between projects and subareas:

Sounder drivers

- *Track Miles*: Examples of transactions allocated by track miles include construction of track and facilities, electrical work on track and lighting and signs pertaining to trackwork.
- *Ticket Vending Machines (TVMs)*: Examples of transactions allocated by ticket vending machines include the cost and installation of TVMs.
- *Layover Facilities*: Examples of transactions allocated by the layover facilities rule driver include surveying and mapping, control and signal systems, and construction of track that is associated with layover facilities.

Link drivers (Initial Segment)

- *Total Costs*: Examples of transactions allocated by total costs include systemwide support and agency costs.
- *Fleet Requirement*: Examples of transactions allocated by fleet requirement include vehicle costs, vehicle maintenance and maintenance base costs.
- *Route Miles*: Examples of transactions allocated by route miles include electrification systems and communication systems.

- *Number of Stations:* Examples of transactions allocated by the number of stations include ticket vending machines and signage.

Regional Express drivers

- *Project size:* Examples of transactions allocated by project size include agency administrative costs, allocated administrative consultants and signage.

Transportation Services drivers

- *Vehicles:* Examples of transaction allocated by vehicles include the cost of vehicles and vehicle parts.
- *Platform hours:* Examples of transactions allocated by platform hours include bus and operating revenues and expenses.

Inter-subarea Borrowing

In 1999, the Sound Transit Board recognized that inter-subarea borrowing would occur to facilitate efficient cash and debt management. During the 2001 budget process, the board further clarified their inter-subarea borrowing policy to establish borrowing through 2009 for financial planning purposes. Inter-subarea borrowing is deemed needed when a subarea has a negative unrestricted net asset position in any given month and does not have restricted assets to cover the shortfall. Borrowing from other subareas will be proportional based on the lending subareas positive unrestricted net assets. The borrowing subarea will pay the lending subareas interest at the current Seattle CPI-U rate. Subarea borrowing requirements are evaluated at each month end.

Debt Allocation:

Phase 1 of *Sound Move* has approximately \$1.6 billion of debt being issued to finance related capital projects. As debt is being issued throughout Phase I, the debt will be allocated provisionally to each subarea consistent with the forecasted total bond allocation included in the annual updated finance plan. Any changes in provisional allocation will only be done prospectively. At the completion of Phase 1, final debt allocations will be completed based on the cash requirements each year of the Phase 1 program not met by subarea resources. This final debt allocation will establish the permanent subarea bond obligation and debt service requirements for the life of the outstanding debt.

Regional Fund

The Regional Fund is funded proportionately by contributions from the five subareas. *Sound Move* financial policies allow for annual board review of the amount of local taxes to be contributed to the Regional Fund. The policies permit up to 10 percent of local revenues to be distributed to the Regional Fund. Interest earnings (excluding bond proceeds and board-approved repurchase agreements) on all Sound Transit funds are also assigned to the Regional Fund for uses specified within the financial policies.

Sound Move identified agency administration, fare integration, research and technology, and Sound Transit 2 planning as funded elements within the Regional Fund. The Adopted 2006 Budget has a \$30.9 million total lifetime budget for these cost elements.

Reserves

Within the original \$3.9 billion (1995\$) program cost, *Sound Move* identified \$110 million (1995\$) for reserves (including bond reserves, operating reserves, and capital replacement reserves) over the 10-year program, allocated by subarea. Contributions to reserves are not an expense or outlay in proprietary fund accounting and, therefore, are not included in the Adopted 2006 Budget. To the extent, however, reserves reflect a current obligation is identified in Sound Transit's year-end financial statements in conformance with generally accepted accounting principles. As part of its commitment to maintain subarea equity, Sound Transit tracks contributions to reserves by subarea.

Sound Move also identified \$11 million (YOE\$) as a systemwide contingency fund. In the 2002 budget, the board transferred funds to create a new emergency fund that would serve to provide coverage in the event of an uninsured loss. While the agency maintains a comprehensive insurance program, the policies do contain retentions (deductibles) which the agency would have to cover in the event of an insurable loss. In such instances, the board, on a case-by-case basis, would authorize use of the Emergency Fund. During 2003, as part of the board action on Smart Card, \$19.9 million (YOE\$) was moved from Regional Fund programs into a Regional Fund contingency account.

Emergency Account & Contingency Funds		
(in YOE \$000s)		
	2005 Lifetime Budget	2006 Lifetime Budget
Systemwide Contingency	\$ 3,072	\$ 3,072
Emergency Fund	7,928	7,928
Regional Fund Contingency	19,900	19,900
Total	\$ 30,900	\$ 30,900

Status of Debt

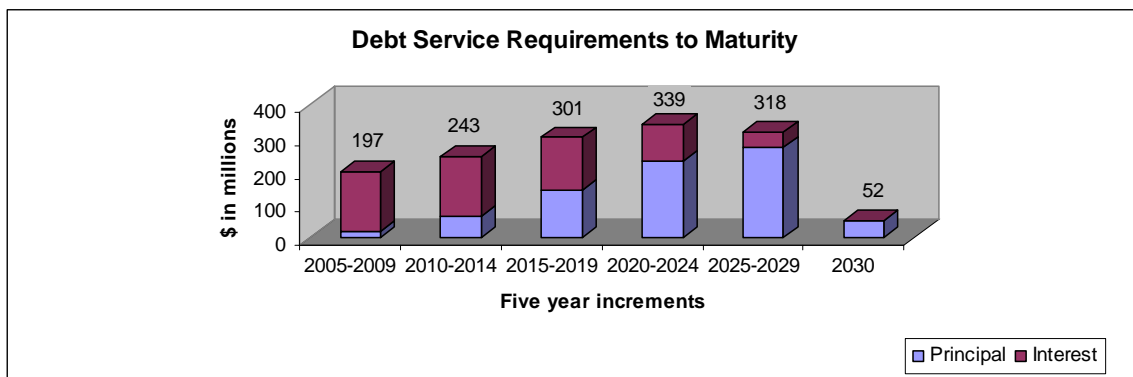
The *Sound Move* Financial Plan projected expenditures of \$5.1 billion in year-of-expenditure dollars for the 10-year period from 1997 through 2006. Of this amount, the plan called for funding \$1.39 billion from bond proceeds. In December 1998, Sound Transit issued its first series of bonds in the amount of \$350 million, with maturity dates from 2006 to 2028. The Series 1999 bonds are special limited obligations of Sound Transit that are secured by the Motor Vehicle Excise Taxes and Retail Sales and Use Taxes. In March 2005, Sound Transit issued its second series of bonds in the amount of \$423 million, with maturity dates from 2011 to 2030. The Series 2005A bonds are special limited obligations of Sound Transit that are secured by Retail Sales and Use Taxes. The interest component of the annual debt service payments on the bonds is allocated to capital projects as capitalized interest, consistent with generally accepted accounting principles. For 2006, capitalized interest and issuance costs is forecast to be \$36.6 million.

Although Sound Transit has no authority to levy property taxes, its debt capacity is determined with reference to the value of taxable property within its service area. Under state law, issuance of bonds payable from any type of taxes is subject to statutory debt limitations. Sound Transit currently is authorized to incur debt in an amount equal to 1-1/2 percent of the value of taxable property within the service area without securing voter approval for bonds. With the approval of 60 percent of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5 percent of the value of taxable property within the service area. Each county assessor in the service area is required to report to Sound Transit annually on the value of the property within its taxing district. From those reports, the agency's current debt capacity, taking account of the 1999 and 2005 bond issues, has been calculated as shown below.

2005 Debt Capacity Status for Sound Transit

2004 assessed valuation for collection of 2005 taxes	\$ 297,808,565,485
Maximum nonvoted debt (1.5 percent of assessed valuation)	\$ 4,467,128,482
Less: Series 1999 Bonds	\$ 356,460,420
Less: Series 2005 Bonds	\$ 422,815,000
<i>Nonvoted debt capacity remaining</i>	<u>\$ 3,687,853,062</u>
Maximum voted debt (5 percent of assessed valuation)	\$ 14,890,428,274
Less: Series 1999 Bonds	\$ 356,460,420
Less: Series 2005 Bonds	\$ 422,815,000
<i>Voted debt capacity remaining</i>	<u>\$ 14,111,152,910</u>

Debt Service Requirements to Maturity of 1999 and 2005 Series Bonds



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APPENDIX C

PERFORMANCE MEASURES

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Performance Statistics discussion

Systemwide Performance Management Program

Sound Transit is designing an outcome-based performance management system to monitor progress towards accomplishing our goals. This effort will proceed in phases, and development of a draft program for the Transportation Services Department (TSD) will be an initial step. In 2005, Sound Transit introduced the Service Delivery Quarterly Performance Report to the CEO as a means of helping to establish the baseline framework for evaluating existing agency and departmental goals, objectives, and performance measures relative to the agency's service delivery vision.

The report content and form were informed by a preliminary review conducted by TSD staff of industry practices for performance reporting, such as the guidelines and criteria developed by the Association of Government Accountants. Numerous transit and other public agency management and performance reports were also reviewed.

Performance Measures and Standards – First Steps

The performance measures represent a “first step” in the sense that as Sound Transit progresses in the development of the agencywide performance management system, they will be reviewed to assess their value in measuring results against goals and objectives. They were selected by the department's management based on industry practices for transit performance, are consistent with National Transit Database requirements, and take into account recommendations from the 2004 performance audit of ST Express bus operations.

Efficiency and effectiveness measures that will be reported on quarterly include:

- Ridership
- Percent of scheduled trips operated
- Boardings per revenue vehicle hour
- Boardings per trip or train

Service quality measures that will be reported on quarterly include:

- On-time performance
- Customer complaints
- Preventable accidents

Performance Statistics - Systemwide

	2003 Actual	2004 Actual	2005 Actual	2006 Budget	% 05 Bud -06 Bud
Service Consumed					
Total Boardings	8,418,235	10,144,153	10,968,979	11,072,591	1.0%
Average Weekday Boardings ⁽¹⁾	28,699	35,217	37,509	38,344	2.2%

Note:

(1) Average weekday boardings for 2003 do not include Tacoma Link as service didn't start until August 25. Including Tacoma Link, average weekday boardings for the fourth quarter 2003 totalled 31,000.

Sounder Commuter Rail Transit Operations - Performance Statistics

	2003 Actual	2004 Actuals	2005 Actuals	2006 Budget	% 05 Act - 06 Bud
SUMMARY DATA					
Service Provided⁽¹⁾					
Revenue Vehicle Hours Operated	9,695	12,348	14,201	17,414	22.6%
Revenue Vehicle Miles Operated	380,714	456,409	533,047	646,771	21.3%
Trips Operated	1,604	2,114	2,703	3,136	16.0%
Service Consumed					
Total Boardings	751,163	955,298	1,268,291	1,310,687	3.3%
Average Weekday Boardings	2,794	3,512	4,565	5,490	20.3%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	77	77	89	75	-15.7%
Total Boardings/Trip	468	452	469	418	-10.9%
Percentage of Scheduled Trips Operated	n/a	99.1%	99.9%	99.5%	
Cost/Revenue Hour	\$ 1,373.82	\$ 1,298.93	\$ 1,464.88	\$ 1,503.80	2.7%
Cost/Revenue Mile	\$ 34.98	\$ 35.14	\$ 39.03	\$ 40.49	3.7%
Cost/Boarding	\$ 17.73	\$ 16.79	\$ 16.40	\$ 19.98	21.8%
On-time Performance ⁽²⁾	95%	96%	96.5%	95%	
Complaints (Percent of boardings) ⁽³⁾	0.03%	0.04%	0.04%	0.03%	
Preventable Accidents per 1,000,000 total miles ⁽⁴⁾	1	0	0	<1	
Operating costs (less depreciation and contingency)	\$ 13,319,225	\$ 16,039,189	\$ 20,802,819	\$ 26,296,801	26.4%

Notes

- (1) Service is at three round trips on the South line and 2 round trips on the North line. Service will be at 13 round trips at 100% of buildout. Sounder Everett-Seattle started December 21, 2003.
- (2) Standard is 95%, defined as having the average of all trains in a month arriving at terminus within seven minutes of schedule at least 19 out of 20 trips.
- (3) Complaints totalled 249 in 2003. The standard is <.05% of total boardings, based on the Performance Standards from the new ST Express bus service agreements.
- (4) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Sounder, the standard is ?1.0 per 1,000,000 total miles.

Tacoma Link Light Rail Transit Operations - Performance Statistics

	2003 Actual	2004 Actuals	2005 Actuals	2006 Budget	% 05 Act - 06 Bud
SUMMARY DATA					
Service Provided⁽¹⁾					
Service Hours Operated ⁽²⁾	3,467	9,238	9,610	9,878	2.8%
Service Miles Operated	34,387	96,765	96,314	95,550	-0.8%
Trips Operated	19,877	60,313	60,201	59,537	-1.1%
Service Consumed					
Total Boardings	267,158	794,582	884,895	900,000	1.7%
Average Weekday Boardings	2,301	2,537	2,547	2,777	9.0%
PERFORMANCE MEASURES					
Total Boardings/Service Hour	77.1	86.0	92.1	91.1	-1.1%
Total Boardings/Trip	13.4	13.2	14.7	15.1	2.8%
Percentage of Scheduled Trips Operated	99.7%	99.6%	100.0%	98.5%	
Cost/Service Hour	\$ 463.40	\$ 275.83	\$ 278.49	\$ 336.69	20.9%
Cost/Service Mile	\$ 46.72	\$ 26.33	\$ 27.79	\$ 34.81	25.3%
Cost/Boarding	\$ 6.01	\$ 3.21	\$ 3.02	\$ 3.70	22.2%
On-time Performance ⁽³⁾	99.7%	99.6%	100.0%	98.5%	
Complaints (Percent of boardings) ⁽⁴⁾	0.001%	0.001%	0.002%	0.001%	
Preventable Accidents per 100,000 service miles ⁽⁵⁾	0	0	0	<1	
Operating costs (less depreciation and contingency)	\$ 1,606,591	\$ 2,548,136	\$ 2,676,280	\$ 3,325,839	24.3%

Notes

- (1) Service began August 25, 2003.
- (2) Service is reported as service hours or miles operated. Revenue hours or miles are not reported as Tacoma Link service collects no fares at this time.
- (3) Standard is ?98.5%. A train is late if it a) departs a terminal station more than one minute late or, b) arrives at a terminal station three or more minutes late and is unable to make it's departure time.
- (4) There were 2 complaints in 2003. The standard is <.05% of total boardings, based on the Performance Standards from the new ST Express bus service agreements.
- (5) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Tacoma Link, the standard is ?1.0 per 100,000 service miles.

ST Express Transit Operations - Performance Statistics

	2003 Actual	2004 Actuals	2005 Actuals	2006 Budget	% Δ 05 Act - 06 Bud
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated ⁽¹⁾	329,744	378,529	418,167	402,260	-3.8%
Revenue Vehicle Miles Operated	8,413,612	9,221,953	10,254,710	9,573,384	-6.6%
Trips Operated	335,958	357,513	363,489	376,237	3.5%
Platform Hours ⁽²⁾	493,488	546,287	562,161	579,770	3.1%
Service Consumed					
Total Boardings	7,399,914	8,394,273	8,815,793	8,861,904	0.5%
Average Weekday Boardings	25,905	29,168	30,397	30,077	-1.1%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	22.4	22.2	21.1	22.0	4.4%
Total Boardings/Trip	22.0	23.5	24.3	23.6	-3.1%
Percentage of Scheduled Trips Operated	n/a	99.95%	99.97%	≥99.8%	
Cost/Revenue Hour	\$ 138.13	\$ 137.48	\$ 135.55	\$ 158.53	17.0%
Cost/Platform Hour	\$ 92.30	\$ 95.26	\$ 100.83	\$ 109.99	9.1%
Cost/Boarding	\$ 6.16	\$ 6.20	\$ 6.43	\$ 7.20	11.9%
On-time Performance ⁽³⁾	90.0%	85.7%	94.3%	>93%	
Complaints (Percent of boardings) ⁽⁴⁾	0.02%	0.02%	0.02%	<0.05%	
Preventable Accidents per 100,000 revenue miles ⁽⁵⁾	0.96	0.65	0.81	< 0.80	
Operating costs (less depreciation and contingency)⁽⁶⁾	\$ 45,547,728	\$ 52,041,056	\$ 56,640,801	\$ 63,771,075	12.5%

Notes

- (1) Revenue hours: The aggregation of time during which service is available to carry
- (2) Platform hours: The aggregation of time during which a transit vehicle leaves the operating base, is available for service and returns to the operating base, including layover and deadhead time.
- (3) Per the performance standards set in the new service agreements with the transit partners, the standard is 90% or higher, defined as no later than 10 minutes of scheduled departure time.
- (4) Complaints totalled 1,660 in 2003. Per the performance standards set in the new service agreements with the transit partners, the standard is <.05% of total boardings.
- (5) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. Per the new service agreements, the standard is ≤0.8 or ≤1.0 during tunnel closure per 100,000 revenue miles.
- (6) Estimated operating costs for ST Express Bus are subject to change, based on the annual cost reconciliation process as specified in the service agreements with Sound Transit's operating partners.

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APPENDIX D

FINANCIAL POLICIES

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FINANCIAL POLICIES

Equity

Definition of equity

Equity will be defined as utilizing local tax revenues and related debt for projects and services that benefit the subareas generally in proportion to the level of revenues each subarea generates. This equity principle will apply to the 10-year system plan as well as all future phases. The Financing Plan for *Sound Move* reflects this equity principle by providing a budget for each of the five Regional Transit Administration (RTA) subareas, comprised of the subarea's share of local taxes, bonding capacity, farebox proceeds, and an assumption for federal funding. The five subareas are defined as Snohomish County, North King County/Seattle, East King County, South King County, and Pierce County. While the Financing Plan will be managed by the RTA Board on a consolidated basis, the RTA will establish an accounting system by which to report individual subarea performance.

The RTA Board agrees, therefore, that the facilities, projects, and services identified in the adopted 10-year system plan represent a reasonable definition of equity for purposes of satisfying both public policy concerns and statutory requirements. The subarea budgets will serve as the starting point for evaluating the equity principle during the 10-year construction period.

Implementation policy

Subarea budgets

The RTA Financing Plan will provide a budget for each of the five RTA subareas, comprised of the subarea's projected share of local taxes, bonding capacity and farebox proceeds, and an assumption for federal funding and related expenditures.

Local taxes will be allocated to subarea budgets on actual sales tax and motor vehicle excise tax receipts collected by subarea and within the RTA District. Annual RTA and subarea budgets will incorporate updated forecasts based on these actual receipts. A percent of local taxes from each subarea will be allocated to the Regional Fund to fund systemwide costs (see Regional Fund section on the following page).

Government funding will be allocated in two ways:

- Government funding received that is general in scope for facilities and/or services that appear in several subareas will be allocated to subarea budgets proportional to the subareas' percentage share of total RTA local taxes collected and projected.
- Government funding that is received for a specifically determined facility and/or service will be allocated to the subarea(s) that benefits from the facility and/or service.

Miscellaneous revenues, such as those generated through private-public partnerships, advertising, and terminal concessions will be allocated to subarea budgets based on subarea investment in the facility and/or service from which the revenue is generated. Because these revenue sources carry a high level of uncertainty, projections will not be included in the adopted Financing Plan or in the original subarea budgets.

Bonding capacity will be allocated based on a subarea's ability to repay the debt service after covering operating and maintenance costs, consistent with the RTA's debt service coverage ratio policy (see Debt Financing Capacity section following the next page).

The subarea expenditures will be allocated in terms of the facilities and services to be provided, their projected costs, project contingencies, associated operating costs, debt service, operations and maintenance, and capital replacement. The allocation of expenditures for facilities and

services that cross subarea boundaries will be made by the Regional Transit Authority (RTA) Board with consideration to subarea benefits and priorities.

Monitoring function

The RTA will establish an accounting system by which to report performance against subarea budgets. This monitoring and reporting function will be incorporated into the RTA's annual budgeting process.

The RTA will appoint a citizen oversight committee to monitor RTA performance (see Public Accountability section later in Appendix C).

The RTA has established processes to oversee its monitoring and reporting of subarea budgets, including the annual performance by independent auditors of certain procedures agreed to by management, the Audit and Reporting Subcommittee of the board of directors, and the Citizen's Oversight Panel.

Adjustments to subarea budgets

The RTA will establish a process by which subarea budgets can be adjusted, based on current revenue and expenditure forecasts. Since the subarea budgets will be included within the RTA's general budget, adjustments to subarea budgets will occur every year as a step in the RTA's annual budget adoption, which requires a two-thirds favorable vote of the RTA Board.

Adjustments to subarea budgets can include additional priority projects and/or services within that subarea should funding be available. This adjustment process recognizes that some fluctuation in revenues and expenditures against forecasts will occur.

For those cases where a subarea's actual and projected expenditures exceed its actual and projected revenues and funding sources by five percent or greater, and/or where unforeseen circumstances occur which would result in an inability to substantially complete projects within such subarea's plan, the Regional Transit Authority Board shall take one or more of the following actions:

- Correct the shortfall through use of such subarea's uncommitted funds and/or bond capacity which is available to the subarea; and/or
- Scale back the subarea plan or projects within the plan to match a revised budget; and/or
- Authorize a vote of the RTA District on a revised ballot measure.

Regional Fund

Funding sources

The RTA will establish a regional fund that will be funded through a percent of local tax revenues contributed by each of the five subareas and interest earnings. The percent of local tax to be contributed will be set in the adopted Financing Plan, and then reviewed and set annually through the RTA budget process. It will not exceed 10 percent per year during the 10-year system plan period.

Uses for regional fund

The regional fund will be used to fund systemwide elements. These elements include:

1. The RTA's fare integration program.
2. The RTA agency administration, including:
 - (a) Research and development of new technology.
 - (b) Planning and environment analysis for a future capital program.

3. Contingencies that may occur due to shortfalls in actual revenues collected or funding obtained, or overruns in actual expenditures relative to cost estimates, provided that the funding of such contingencies shall not diminish the RTA's ability to fully implement its fare integration program.

Debt Financing Capacity

Legal definition of RTA debt financing capacity

The RTA's enabling legislation defines the RTA's capacity for issuing general obligation debt at one and one-half percent of the value of the taxable property within the boundaries of the RTA District (and with approval of three-fifths of voters voting with RTA District, up to five percent of the value of the taxable property within the district's boundaries). There is no dollar limit for revenue indebtedness.

However, through the following policies, the RTA will implement a substantially more conservative use of debt financing.

Calculation of debt financing capacity

The RTA recognizes that its future bondholders will hold first claim against its local sales tax and motor vehicle excise tax revenues as the pledged sources for repayment. However, the RTA's debt financing capacity will be calculated on a more conservative basis, by evaluating all revenues and deducted total operating expenses for net revenues available for debt service.

Debt service coverage ratio policy

The RTA further recognizes the importance of a conservative debt service coverage ratio, both to ensure a conservative use of debt and to secure favorable financing costs.

For planning purposes, the RTA's debt service coverage ratio policy will be set at an average coverage ratio of 2.0x for net revenues over annual debt service costs, not to fall below 1.3x in any single year. Prior to bond issuance, the RTA will establish the appropriate debt service coverage ratio to incorporate into its bond covenants.

Uses of debt financing

Debt financing in the context of the 10-year construction program covers the following two distinct types of borrowing: the first related to long-term debt financing, and the second related to short-term debt financing.

Short-term debt financing (with terms of 10 years or less) is expected to be used primarily to bridge the gap between the necessary timing of expenditures and the anticipated receipt of revenues.

The use of long-term financing (with terms of more than 10 years) is expected to be limited to capital and related costs for portions of the program that have a useful life in excess of the term of the debt. Long-term financing should be preserved for those aspects of the program for which other sources of funds are likely to be available (e.g., due to timing or eligibility constraints) or for which a local match is required to access such source of funds.

The RTA will reserve a portion of its legal debt financing capacity to provide a potential funding source by which to address unforeseen circumstances. This reserve is defined at five percent of the capital costs reflected in the 10-year construction program.

Allocation of RTA debt capacity to subareas

The amount of long-term debt financing used to benefit each of the subareas will be based on each subarea's ability to repay debt after covering operating costs.

While the above policy prescribes the use of debt financing within subarea budgets, the RTA Board will manage the agency's debt capacity on a consolidated basis.

Debt management guidelines

The RTA Board has established, and will maintain, specific guidelines for managing the authority's debt use.

Setting Priorities for Expenditures

Based on the 10-year system plan, the RTA will develop a six-year capital improvement budget, to be updated every two years as a step in the annual budgeting process and which will require adoption by a two-third favorable vote of the RTA Board. The RTA will establish guidelines for its budgeting process and criteria by which to establish priorities for expenditures.

Public Accountability

To insure that the 10-year construction program development and implementation occurs within the framework and intent of these policies, the RTA will:

- Conduct an annual comprehensive performance audit through independent audit services;
- Appoint and maintain for the 10-year construction period a citizens' oversight committee, charged with an annual review of the RTA's performance audit and financial plan, for reporting and recommendations to the RTA Board.

Future Phases

Voter approval requirement

The RTA Board recognizes its authority to fund *Sound Move*'s future operations, maintenance and debt service as well as any future phase capital program through a continuation of the local taxes initially authorized by the voters. However, in its commitment to public accountability, the RTA Board pledges that any second phase capital program that continues local taxes for financing will require approval by a vote of those citizens within the RTA District.

Sales tax rate rollback

Should voter approval for a future phase capital program not be forthcoming, the RTA Board will initiate two steps to roll back the rate of sales tax collected by the RTA.

First, the RTA will first initiate an accelerated pay off schedule for any outstanding bonds. Second, the RTA will implement a tax rollback to a level necessary to pay the accelerated schedule for debt service on outstanding bonds, system operations and maintenance, fare integration, capital replacement, and agency cost.

Once all debt is retired, the RTA will implement a tax rollback to a level necessary to pay for system operations and maintenance, fare integration, capital replacement, and agency administration.

Financial policies review

These Financial Policies will apply to future capital programs. They will be reviewed for applicability prior to any submittal of a future capital program to the RTA District voters.

APPENDIX E

BUDGET PROCESS

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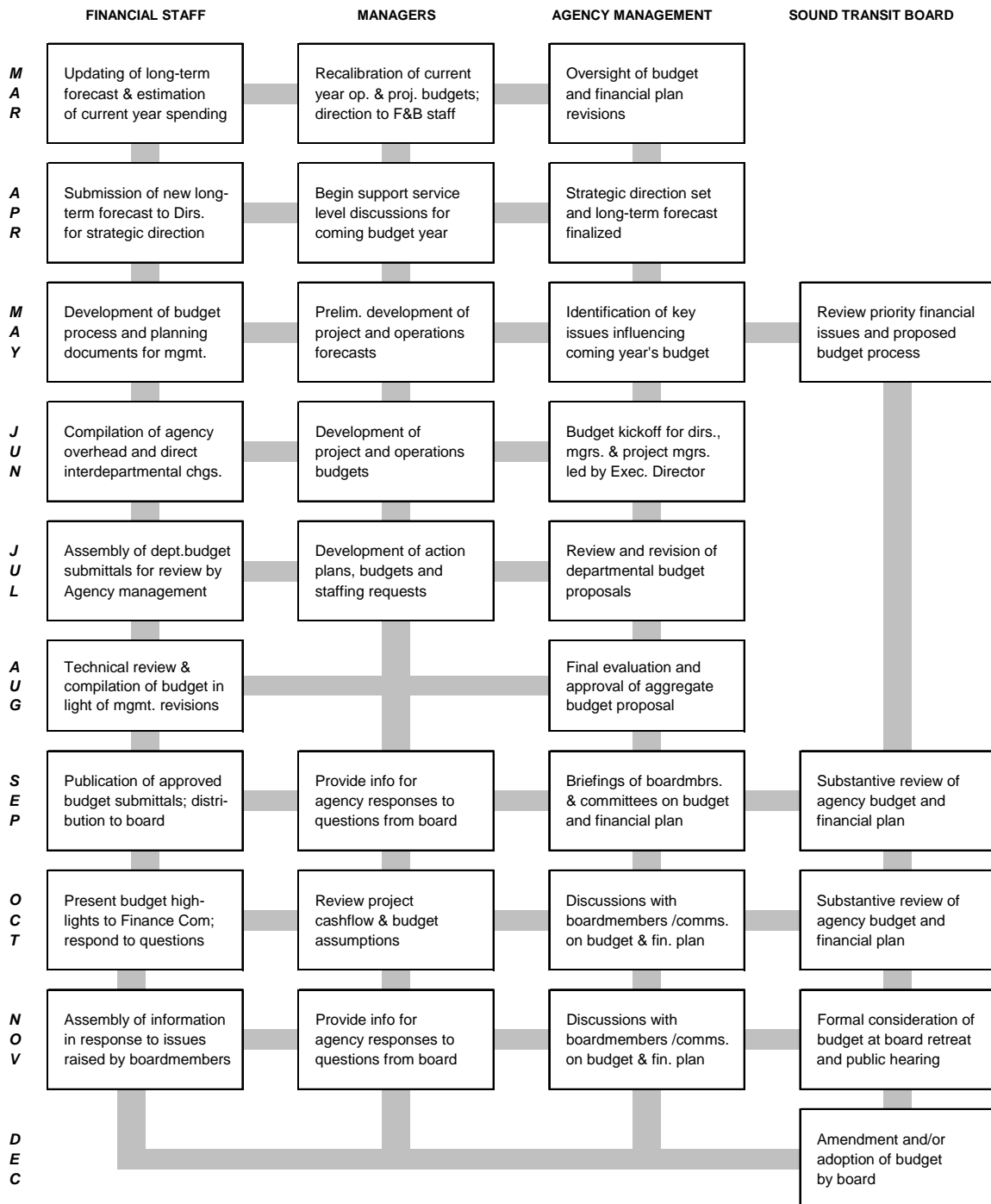
BUDGET PROCESS

Sound Transit's budget process is structured to serve two purposes. Within the agency, development of the budget provides a forum for joint planning of objectives and tasks, with managerial and board review of programs. For the region's citizens and partner agencies, the budget reports on the status of projects and services, detailing the agency's proposed accomplishments and their costs for the coming year.

The internal process is a collaborative and iterative one, with the agency's senior management providing strategic direction and critical review, managers and project managers preparing resource proposals, and financial staff providing technical support for the process. Once the proposed budget and financial plan have been published, the Sound Transit Board and the public provide an external review of project and service proposals from a policy standpoint.

The 2006 process is procedurally identical to that of previous years, with preliminary planning beginning in March and with budget adoption scheduled for December 2005. Major phases of this process are outlined on the next page.

Sound Transit Budget Process Summary



■ = communications and information flows

APPENDIX F

SOUND TRANSIT HISTORY

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SOUND TRANSIT HISTORY

Chronology of Regional Transit Planning in the Central Puget Sound Region

February 1968: Forward Thrust proposal (first ballot). Forward Thrust bond measure dedicated to financing a \$1.15 billion Seattle rapid rail and bus transit system fails to receive the required 60 percent supermajority vote.

May 1970: Forward Thrust proposal (second ballot). Bond measure to finance revised \$1.32 billion rail and bus system again fails.

May 1972: Metropolitan Area Transit Plan. Puget Sound Governmental Conference adopts an all-bus transit plan in response to the Forward Thrust votes, creating Metro Transit.

March 1981: Regional light rail feasibility study completed. A consultant study for the Puget Sound Council of Governments (PSCOG) assesses the potential use of light rail for heavily used transportation corridors, concluding that rail transit is feasible and warrants detailed evaluation

March 1982: Regional rail evaluation begins. A 1981 study for the Puget Sound Council of Governments (PSCOG, subsequently renamed Puget Sound Regional Council, or PSRC) concludes that regional rail transit is feasible and warrants detailed evaluation. An extensive evaluation process begins in 1982.

March 1987: Regional Transportation Plan amended to include rail transit. Based on its analyses, PSCOG, the regional planning body, amends its federally required Regional Transportation Plan to incorporate recommendations for rail transit in the north, south and east transportation corridors.

August 1987: Commuter rail deemed feasible for serving South King County. Initial evaluation of using existing railroad tracks to provide commuter rail service in the Green River Valley of South King County concludes such service is feasible and should be analyzed further.

September 1988: King County Advisory Ballot on rail. King County voters approve (by a 2-to-1 margin) an advisory measure calling for accelerated planning to provide starter-rail service by the year 2000. Metro Council responds by voting to accelerate planning for high-capacity transit.

January 1990: Expert review panel created. A state-created independent expert review panel is appointed to review Metro's technical methods and planning assumptions in evaluating high-capacity transit alternatives—a first in transit system planning.

April 1990: High-Capacity Transit Act. Legislature establishes planning criteria, provides funding, and authorizes local-option taxes and implementation mechanisms for high-capacity transit. The Joint Regional Policy Committee (JRPC) is authorized by the legislation to oversee the planning process. Growth Management Act (GMA) is enacted, requiring consistency between land-use and transportation planning.

August 1990: JRPC is formed. An interlocal agreement among the Pierce, King and Snohomish county transit agencies forms the JRPC to coordinate regional transit planning.

October 1990: Vision 2020 links growth and transportation. PSCOG adopts a general regional policy for linking growth strategies and transportation planning.

Spring 1991: Regional Transit Authority (RTA) project. High-capacity transit planning is expanded to include preparing a regional transit system plan as a basis for a financial proposal to put before the voters.

March 1992: RTA is required. The state Legislature calls for creation of a three-county RTA. Sound Transit is to be formed once participating counties adopt a regional transit system plan.

October 1992: Draft Regional Transit Administration System plan/Draft Environmental Impact Statement issued (DEIS). A draft transit system plan and accompanying DEIS are issued for public review and comment.

February 1993: Final EIS issued on regional transit options.

April 1993: Final EIS is approved. Following a two-month comment and appeal period, hearing examiner gives final approval to the environmental impact statement, dismissing two challenges.

May 1993: JRPC adopts Regional Transit System Plan. The JRPC concludes its work by adopting a \$13.2 billion transit system plan for the region and recommending formation of a Regional Transit Authority.

July 1993: Three county councils “opt in” to Sound Transit. Snohomish, Pierce, and King County Councils vote to be part of the Regional Transit Plan and create the Regional Transit Authority to implement the plan.

September 1993: Sound Transit is formed. The Central Puget Sound Regional Transit Authority holds its first meeting and begins developing a regional transit system and financing package to submit to voters based on the JRPC-recommended system plan.

October 1994: Sound Transit adopts Regional Transit Master Plan and Phase 1 ballot proposal. Based on the JRPC-recommended system plan, Sound Transit adopts a transit Master Plan for the region, and a \$6.7 billion Phase 1 rail and bus transit proposal to take to the ballot.

December 1994: County councils vote to send Sound Transit Phase 1 to the ballot. Following a mandated 45-day review period, the Pierce, King, and Snohomish County Councils vote to continue Sound Transit participation and submit Phase 1 to voters.

March 1995: The public vote: Phase 1 transit system proposal fails. Regional voters turn down the Phase 1 proposal (46.5 percent: yes; 53.5 percent: no).

October 1995: Sound Transit forms advisory panel, targets ballot as early as September 1996. Sound Transit Board calls for formation of a regional advisory panel of civic leaders to help craft a new Phase 1 proposal, and sets a timetable to bring the new proposal before the region’s voters as early as September 1996.

November 1995: Sound Transit adopts guiding principles, state Legislative program for new proposal. The Sound Transit Board adopts a set of nine guiding principles clearly defining parameters for developing a new Phase 1 proposal. At the same time, the board agrees to propose legislative changes to clarify and improve its flexibility to address a broader range of transportation needs.

May 1996: Sound Transit Board adopts *Sound Move*, the 10-year Regional Transit System Plan. The board passes Resolution 73 adopting a 10-year regional transit proposal and related appendices along with The Regional Transit Long-Range Vision.

August 1996: Sound Transit sets November 5, 1996, as date for *Sound Move* ballot proposal. The board passes Resolution 75, calling for a November 5 election to implement *Sound Move* by increasing local taxes to fund the local share of the plan cost.

November 1996: The region’s voters approve *Sound Move* by 58 to 42 percent. The *Sound Move* transit plan is approved districtwide and wins a majority in the portions of each of the three counties within the Sound Transit District. The vote authorizes a local 0.4% sales tax and 0.3% MVET to finance construction and operation of the regional transit system.

April 1997: Collection of tax revenues begins for *Sound Move*. The state Department of Revenue and Department of Licensing begin collection of the taxes authorized by voters within the RTA District to finance *Sound Move*.

August 1997: “Sound Transit” chosen as popular name for RTA and its services. The RTA Board adopts “Sound Transit” as the popular name for the RTA, and approves the names of “Link” for light rail services, “Sounder” for regional commuter rail service, and “Regional Express” for regional bus services.

September 1997: Sound Transit breaks ground, inaugurates bus service. RTA Sound Transit launches its first transit improvements, partnering with Community Transit to accelerate construction of the new Ash Way Park-and-Ride Lot near Lynnwood, and with Pierce Transit to add 15 daily trips to the highly successful Seattle Express bus routes between Lakewood, Tacoma and Seattle.

February 1998: Negotiations are authorized for the purchase of Regional Express’ first vehicle fleet. The Sound Transit Board authorizes negotiations for the purchase of the first Sound Transit vehicles—up to 175 buses for Regional Express service.

March 1998: Sounder commuter rail stations between Tacoma and Seattle identified. Sound Transit Board identifies eight of nine commuter rail stations for Sounder service between Tacoma and Seattle. Selection of a station site in Kent is delayed to allow the city to pursue funding for a parking garage as part of site selection.

June 1998: Seattle’s Union Station to become permanent Sound Transit headquarters. After a six-month process, Sound Transit’s Finance Committee, with board authorization, selected Seattle’s historic Union Station as the site for its permanent corporate headquarters. The agency is to fund building restoration by current owners, and, when completed, will purchase the building for one dollar. Agency relocation is scheduled for the fall of 1999.

July 1998: Routes for Tacoma Link light rail identified. The Sound Transit Board selects alternative routes for analysis in the Draft Environmental Impact Statement for the Tacoma Link light rail line, three route alternatives for the east/west segment, and two alternatives for the north/south segment.

August 1999: First groundbreaking ceremonies held for Sounder commuter rail stations. Ceremonies are held in Auburn and at Seattle’s King Street Station to break ground and begin construction of the first Sounder commuter rail stations.

PugetPass, the first regional transit pass, makes its debut. The region’s five transit agencies introduce the PugetPass, the first regional transit pass that will be honored by all of the region’s transit agencies.

September 1999: ST Express begins new era of regional bus service. The first nine of 18 planned new ST Express bus routes offering limited-stop express service begin regularly scheduled service.

October 1999: Tacoma Link light rail vehicles are purchased. The purchase of three new light rail cars from Inekon Group is authorized for Tacoma Link service, with vehicle delivery slated for October 2001.

November 1999: Washington state voters approve Initiative 695. The state’s voters overwhelmingly approve I-695, repealing the state’s motor vehicle excise tax based on the value of the vehicle and replacing it with a flat \$30 annual fee. Sound Transit’s voter-approved local MVET is not directly affected, but the initiative’s impacts call into question some financial partnerships for Sound Transit with the state and with local transit agencies.

Sound Transit Board unanimously adopts final route for Central Link light rail. By a unanimous 18 to 0 vote, the Sound Transit Board approves route and station locations for the Central Link light rail system to serve Seattle, Tukwila, and SeaTac. In addition to selecting the 21-mile route from Seattle’s University District to a terminus south of Sea-Tac Airport, the board committed to pursue federal and state funding to continue the line an additional three miles north to the

Northgate Transit Center. The board also voted to analyze a new route option suggested by the City of Tukwila.

December 1999: Sounder's first commuter train makes its debut. The first demonstration run of Sounder's first train whisks nearly 400 dignitaries, media and invited guests between Tacoma and Seattle smoothly and quietly at speeds of up to 70 mph. The 40-mile trip is made in 42 minutes.

September 2000: Sounder commuter rail begins serving the public with trains between Tacoma and Seattle. Sounder inaugurates its first service for the public with two trains each direction between Tacoma and Seattle daily, carrying more than 1,100 passengers on its first day in service.

ST Express adds three more routes to its service. Sound Transit's ST Express bus service expands to 13 total routes in operation, adding two routes between Redmond and Seattle and a third route providing direct service between Bellevue and Sea-Tac International Airport.

June 2001: The Sound Transit Board directs staff to study an initial light rail segment. The initial Central Link segment could run from downtown Seattle to perhaps as far south as South 200th Street in SeaTac. By early fall, the board will likely decide about building the initial segment.

July 2001: Notice to Proceed is issued for Tacoma Link construction. Construction of Tacoma Link begins.

November 2001: Sound Transit Board officially agrees to start light rail initial segment. On Nov. 29, the Sound Transit Board officially agreed to the construction of a 14-mile light rail initial segment from downtown Seattle to nearly the Seattle-Tacoma International Airport. Construction is scheduled to begin in 2002 and be completed in 2009.

May 2002: The Sound Transit Board unanimously approved an agreement with the City of Seattle to establish, oversee, and fund the city's portion of the \$50 million Community Development Fund for Southeast Seattle.

June 2002: Sound Transit, King County, and the City of Seattle approved an agreement that defines the terms and conditions for the joint operation of trains and buses in the Downtown Seattle Transit Tunnel.

July 2002: Sound Transit submitted an application to the Federal Transit Administration for a \$500 million Federal Full Funding Grant Agreement for the construction of Central Link's initial segment.

Sounder commuter rail carries its one-millionth passenger. The commuter rail service reached this major ridership milestone after being in service less than two years.

August 2002: Sound Transit began running special Sunday train service to afternoon football games at Seahawk Stadium. The service became so popular, a second train was added to help carry more passengers.

September 2002: Sound Transit added two bus routes to the ST Express regional bus system, completing the system's full complement of 19 express routes.

On the Sounder commuter train service's two-year anniversary month, the commuter rail expanded its schedule by adding a third train. The new schedule includes a middle morning train, and an earlier afternoon train.

January 2003: Sound Transit and the Port of Seattle announced that they had reached an agreement in principle on how Central Link light rail would connect to the Seattle-Tacoma International Airport. The agreement identifies a shared conceptual vision for a light rail station next to the airport's existing terminal and parking garage, integrated within the Port's updated plans for expanding the airport.

February 2003: The Central Link light rail project was one of the only two projects that received the "highly recommended" rating from the Federal Trade Administration. This gives the project

the highest possible rating under the agency's process for prioritizing applicants for New Starts funding.

March 2003: The Regional Accessibility Transit Guide was the first comprehensive guide to accessible transit, paratransit and Medicaid transportation information for the three-county Central Puget Sound Region. Sound Transit took the lead in assembling the guide with the help of its partner agencies.

April 2003: Sound Transit Board approves participation in Smart Card. Sound Transit joins other transit agencies throughout Central Puget Sound in developing the regional Smart Card technology. Once it's up and operating, the Smart Card will make it easier and more convenient for transit customers to get around.

Ash Way and Lynnwood projects begin groundbreaking. Sound Transit celebrates the groundbreaking of two major transportation improvement projects in Snohomish County. The Ash Way Direct Access ramp will provide transit-only direct access ramps from the Ash Way Park-and-Ride at 164th Street to I-5. The Lynnwood Direct Access ramp connects the Lynnwood Park-and-Ride to I-5.

May 2003: BNSF and Sound Transit announced a term sheet agreement in principle to extend Sounder commuter rail to Everett and Lakewood.

June 2003: Bellevue Direct HOV Access groundbreaking. Sound Transit celebrates the groundbreaking of the Bellevue HOV Direct Access Project. This is the third phase of the project to improve transit access into and through downtown Bellevue. This phase reconstructs the NE 4th Street interchange and builds a new interchange at NE 6th that will connect to the new Bellevue Transit Center and will allow buses and car/vanpools direct access to the HOV lanes on I-405.

July 2003: The Federal Transit Administration officially recommends Sound Transit receive its \$500 million federal grant to build the Link light rail initial segment.

Federal Inspector General report recommends Sound Transit. The Transportation Department's Inspector General sends its report to Congress with the assurance that the Link project has turned around the last two years and is ready to receive its federal funding.

August 2003: Tacoma Link begins service. The 1.6-mile Tacoma Link light rail line begins carrying passengers. The Tacoma Link line is the first modern light rail system in the state and is built on time and under budget.

September 2003: The Sounder Tacoma Dome Station platform and concourse opens. The platform and concourse leading to it are located at Freighthouse Square on East 25th Street, across from the Tacoma Dome Station parking garages. The concourse includes rider information and access to Freighthouse Square shops and restaurants.

ST Express regional bus service changes include the extension of ST Express Route 554's weekday service to the new interim Issaquah Highlands Park-and-Ride lot. Other highlights include: a new peak-hour Route 564 that operates between Auburn and Bellevue that serves Kent and Renton; better service on the Route 560 from Bellevue to Sea-Tac International Airport; and the elimination of some low ridership routes and the improvement of other popular routes in Snohomish County.

October 2003: The Federal Transit Administration officially signs a \$500 million Federal Full Funding Grant Agreement for construction of the Central Link initial segment.

Sound Transit officially signs two contracts with Kiewit Pacific Company for a combined total of about \$94 million to build the Link operations and maintenance base and begin construction of the initial segment line on the E-3 Busway and Forest Street in the SODO District.

The State Supreme Court says that I-776, the Motor Vehicle Excise Tax initiative, is constitutional, overturning a lower court ruling.

November 2003: Dignitaries and leaders from throughout the region, including U.S. Senator Patty Murray, celebrate the groundbreaking for the construction of the Central Link light rail initial segment.

December 2003: Sounder trains begin regular commuter service between Everett, Edmonds, and Seattle on December 21. The service starts with one train in the morning and one in the evening.

The Sound Transit Board unanimously elects John Ladenburg as board chair for a two-year term. The board's new vice chairs are Seattle Mayor Greg Nickels and Everett Councilmember Mark Olson. Ladenburg replaces Ron Sims, who remains on the board.

The NE 4th Street Bridge, which is part of the Bellevue Direct Access Project, opens six months early. The project will help improve transit access and traffic flow along the I-405 corridor in Bellevue.

January 2004: New board members join Sound Transit. The five board members joining Sound Transit are: Fred Butler, Issaquah Deputy Council President; Connie Marshall, Mayor of Bellevue; Larry Phillips, chair of the King County Council; Aaron Reardon, Snohomish County Executive; and Pete von Reichbauer, vice chair of the King County Council. An additional board member from Snohomish County will be named in the future.

February 2004: Contract awarded for MLK construction. The Sound Transit Board approves a contract to begin building light rail in the Rainier Valley between McClellan Street and the Boeing Access Road. The joint venture firm of RCI-Herzog is awarded the contract for \$128.3 million, with a 12 percent contingency of \$15.3 million.

April 2004: Jack Start, a Mill Creek Councilmember, is appointed as a Snohomish County representative to the Sound Transit Board.

After just eight months of service, the Tacoma Link light rail line passes the half-million ridership mark. Weekday boardings average 2,320, which exceeds ridership projections made for the year 2010.

May 2004: The board directs staff to complete the final Supplemental Environmental Impact Statement for the preferred North Link route and stations. The preferred route stretches north of the Downtown Seattle Transit Tunnel to serve First Hill and Capitol Hill before crossing under Portage Bay near the Montlake Bridge and continuing beneath the eastern edge of the University of Washington's main campus to a station under Brooklyn Avenue at NE 43rd Street. The line will continue north to a station in the Roosevelt neighborhood near NE 65th Street, following either Eighth Avenue Northeast or 12th Avenue Northeast and to a northern terminus station at Northgate.

Sound Transit CEO Joni Earl announces a major agency re-organization that includes a new Transportation Services Department, which combines operations and maintenance and service planning staff from the Tacoma Link, Sounder and Regional Express departments. A new Capital Projects Department consolidates Sounder and Regional Express capital projects and a new Project Delivery Support Services Department consolidates real estate, contracts, diversity, agencywide project control and quality assurance/quality control. The Communications Department moves into the executive department and is re-named the Office of Corporate and Strategic Communications.

July 2004: Light rail construction begins on Martin Luther King Jr. Way South in the Rainier Valley. The first construction activity includes underground utility work, clearing of trees and shrubs to facilitate a wider roadway and demolition of buildings acquired by Sound Transit. The contractor for the Rainier Valley work, RCI-Herzog, is a joint venture firm based in Auburn.

The Sound Transit Board begins giving staff input on the agency's long-range vision and ST 2 planning effort. Sound Transit begins to plan an extension of the mass transit system it is currently building and asks the region to help imagine what that system might look like.

August 2004: The first of 22 hybrid electric/diesel buses arrive and is assigned to Route 550. The hybrid buses, which are similar in concept to the hybrid Toyota and Honda cars, run cleaner and quieter than standard diesel buses. They also cut fuel consumption and will be used in downtown Seattle tunnel routes.

First year ridership on the Tacoma Link service completely shatters all expectations by carrying 750,000 passengers. The on-time performance for the first year is more than 98 percent and the trains crossed through intersections on the route over 800,000 times with no reported injuries.

September 2004: Sounder ridership is so strong a seventh car is added to the current six on the northbound Sounder train that leaves Tacoma at 6:45 a.m. and the southbound train that departs King Street Station at 4:45 p.m.

Sound Transit celebrates five years of successful bus and train service with a special week of events. The week includes thanking customers at stations throughout the region, an appreciation lunch for staff and current and past boardmembers, and a "Wave Fest" celebration at Union Station for Sound Transit, its partners, and the general public.

October 2004: Full-fare PugetPass, FlexPass, and UPass cards begin being accepted on select Amtrak trains running between Everett and Seattle. Amtrak tickets also begin being accepted on Sounder commuter trains traveling between Everett, Edmonds and Seattle.

November 2004: The first HOV access lanes in the state open in Lynnwood. The lanes connect the Lynnwood Transit Center directly to I-5, saving time for express bus commuters. The project is completed six months ahead of schedule and under budget, saving a total of up to \$5 million.

December 2004: After just a little more than a year of service, the Tacoma Link light rail line carries its one millionth passenger. From the first day of service, Tacoma Link ridership has surpassed all expectations.

The Bellevue Direct Access Project is completed, providing direct access ramps that take buses and carpools directly from I-405 to the Bellevue Transit Center. The cooperative project is the Eastside's single largest transportation improvement project and is completed a year ahead of schedule and about \$25 million under the baseline budget.

Sound Transit, the Port of Seattle and the City of SeaTac announce two agreements that lay the groundwork for the extension of light rail to Sea-Tac Airport by the end of 2009. The new light rail Airport Station will include a pedestrian connection directly to the airport's ticket counters.

January 2005: The Sound Transit Board approves building a Link light rail station to serve Safeco Field, Qwest Field, and the north SODO area. The "Stadium" station, which will cost up to \$3.7 million, will not increase the initial segment budget.

The Sound Transit Board unanimously picks 12th Avenue as the preferred Roosevelt route and station location for the North Link light rail project. The Roosevelt community supports the 12th Avenue route, which fits into the community's plans for urban development and growth. The route's centralized station location is also easily accessible to Roosevelt's core business community.

February 2005: The Expert Review Panel, which reviews Sound Transit's planning for ST 2, meets for the first time. The eight-member panel examines key methodologies to make sure that the assumptions and the analytical methods used in the agency's plans are adequate, appropriate, and reasonable.

The low bid for the last major construction contract for building the initial segment comes in at \$24.7 million, or about 10 percent below the cost that Sound Transit's engineers estimated. The combined bids for the entire initial segment construction are six percent under estimates.

Thirteen new long-haul buses are welcomed into the ST Express regional fleet. The quiet, smooth-riding coaches are specifically designed for long-haul express service and include individual reclining seats, air conditioning, footrests, overhead racks, and reading lamps.

Sound Transit's bond rating for its bonds from Moody's is upgraded from A1 to AA3. The agency also receives a strong AA-/AA3 rating on its future Sales Tax bonds. The high rating is expected to translate into lower borrowing costs and savings to taxpayers.

The agency's first ever ridership survey shows that passengers are very satisfied with Sound Transit service. Riders give the agency high marks across the board for ST Express bus, Tacoma Link light rail and Sounder commuter rail service.

March 2005: The Sound Transit Board votes unanimously to issue \$423 million in bonds to continue construction of Sound Transit projects throughout the region. The 25-year bonds are issued at an overall rate of 4.6 percent.

April 2005: Construction kicks off in Bellevue on the Eastgate access ramp and flyer stops. The work includes a new transit-only access ramp from Interstate 90 to King County Metro's expanded Eastgate Park-and-Ride. New flyer bus stops on the ramps will save travel time for selected routes and provide additional routing options for both Metro and Sound Transit service.

April 2005: A big loss for Sound Transit and the region is felt with the death of Sound Transit Boardmember Jack Start. He joined the Sound Transit Board from Snohomish County in 2004 and quickly became active and engaged on a variety of issues. He also served on the Sound Transit Board Finance Committee and the Performance Audit Committee.

May 2005: Richard Marin of Edmonds fills the Sound Transit board opening left with the death of Boardmember Jack Start. Boardmember Marin is President of the Edmonds City Council, is Vice Chair of the Community Transit Board and chairs the City of Edmonds' Highway 99 Task Force. He is appointed to the Sound Transit Finance Committee.

May 2005: Construction begins on the Tukwila segment of the light rail line. Construction is now under way on all 14 miles of the Central Link line.

June 2005: A second Sounder round-trip commuter train begins running between Everett, Edmonds and Seattle. The new train leaves Everett Station at 6:10 a.m., a half hour earlier than the other Sounder train. The train leaves Seattle at 4:33 in the afternoon.

June 2005: Sound Transit issues the Final Supplemental Environmental Impact Statement (SEIS) for updating its Long-Range Plan. The document examines the effect an expected 1.2 million more people living here in the next 25 years will have on the region's transportation systems.

June 2005: For the eighth consecutive year, independent auditors give Sound Transit a clean, unqualified report on the agency's financial health. The 2004 annual financial audit is conducted by KPMG LLP. In addition, an annual subarea audit report also conducted by KPMG, finds no major issues with Sound Transit's adherence to subarea equity.

July 2005: Boardmember Kevin Phelps, chair of the Sound Transit Finance Committee, resigns from the Board. A Tacoma City Councilmember, Mr. Phelps joined the Board in 2000. He was a key architect in the creation of the agency's Performance Audit Committee.

July 2005: The Sound Transit Board approves plans to extend Central Link light rail to Sea-Tac International Airport. The airport station will be adjacent to the fourth level of the existing airport parking garage, with an elevated walkway to International Boulevard and a pedestrian walkway

to the airport's ticket counters. The connection is scheduled to be completed in time for the 2010 Winter Olympics in Vancouver, B.C.

July 2005: Sound Transit breaks ground on the Totem Lake Freeway Station, HOV access ramps and overpass on Interstate 405. The project includes a new I-405 overpass connecting N.E. 128th Street and direct access to/from the north and southbound HOV lanes on I-405.

July 2005: The Sound Transit Board unanimously approves an amended Long Range Plan, setting the stage for determining the next round of service and construction projects for the regional agency. The Long Range Plan gives the agency the 'big picture' of what transit should look like by the year 2030 and helps the Board shape Sound Transit 2.

August 2005: Construction crews lay the first rails for the new Link light rail system in Seattle's SODO area between Holgate and South Lander street. The first rails, four 1,200-foot-long ribbons, weigh approximately 23 tons each.

August 2005: The Sound Transit Board and staff welcomes Julie Anderson to the Board. Ms. Anderson is a Tacoma City Councilmember who is completing the term of Boardmember Kevin Phelps, who resigned in July, 2005. Ms. Anderson was elected to the Tacoma City Council in 2003, following more than 15 years of community service and advocacy in the Tacoma area.

August 2005: The first Link light rail station art was installed at the future SODO light rail station on South Lander Street, just south of downtown Seattle. The artwork, "Made in USA" by Michael Davis, honors SODO's industrial roots with a huge steel arch that includes a carpenter's pencil, square and level.

September 2005: A fourth Sounder train begins round-trip service between Tacoma and Seattle. The new train departs Tacoma Dome Station every weekday morning at 7:10 a.m. and leaves King Street Station at 4:20 p.m.

September 2005: The downtown transit tunnel closes for up to two years for retrofitting to handle both light rail trains and buses. During the closure, buses that normally use the tunnel are re-routed to downtown Seattle surface streets.

September 2005: Sound Transit celebrates the construction kick-off of the \$7.7 million Sammamish Park-and-Ride and Transit Center. The transit center includes 275 parking stalls, bus shelters, art and special "rain garden" landscaping to help protect the environment.

September 2005: Sound Transit opens the Ash Way HOV access ramp. The transit-only access lane allows Sound Transit and Community Transit buses to skip the surface streets and the general purpose lanes and roll right from the Ash Way Park-and-Ride to the HOV lanes heading south to Lynnwood and Seattle.

November 2005: The University Link segment of the light rail project earns the Federal Transit Administration's highest rating. This is the first step towards receiving a federal New Starts grant for the project. The University Link segment runs from Westlake Center in downtown Seattle to the University of Washington.

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APPENDIX G

GLOSSARY OF TERMS

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GLOSSARY OF TERMS

A133: A circular issued from Office of Management and Budget (OMB) in 1997 that describes the non-Federal entity's responsibilities for managing Federal assistance programs (grants) and the auditor's responsibility (objectives, procedures, compliance, etc.) with respect to the scope of audit.

Accounting System: The total set of records and procedures used to record, classify, and report on the financial status and operations of Sound Transit.

Accrual Basis of Accounting: A method of accounting for revenues and expenses when earned or incurred instead of when cash is received or spent.

ADA: Americans with Disabilities Act.

Adopted Budget: The board-approved budget and capital plan for Sound Transit for the current fiscal year.

APTA: American Public Transportation Association.

BCI: Building Cost Index, which is based on changes to the price of a "shopping cart" of goods related to construction—skilled labor, structural steel, lumber, and cement.

BNSF: Burlington Northern Santa Fe Railway.

Board: The Sound Transit Board of Directors.

Budget Message: The opening section of the budget document provides the board and the public with a general summary of the most important aspects of the budget, and the views and recommendations of the executive director.

CAAC: Citizens' Accessibility Advisory Committee.

CAO: Sound Transit Chief Administrative Officer.

Capital Spending Plan: The portion of the budget that identifies outlays for the purchase of capital assets.

Capital Asset: Assets costing \$5,000 or more and having useful lives greater than two years.

Capital Outlay: Expense that results in the acquisition of or addition to fixed assets.

Capital Projects: Projects that purchase or construct capital assets.

CCO: Sound Transit Chief Communications Officer.

CCTV: Closed circuit television.

CDF: Community Development Fund.

CE: Conceptual Engineering.

CEO: Sound Transit Chief Executive Officer.

CFO: Sound Transit Chief Financial Officer.

CMC: Construction Management Contract.

CNG: Compressed Natural Gas.

Contingency: A budgetary reserve put aside for emergencies or unforeseen expenses.

CO: Construction.

COA: Comprehensive Operational Analysis.

COP: Citizen Oversight Panel.

Cost Element: The budget elements of an individual capital project, such as design, construction, and contingency expenses.

CPI: Consumer Price Index.

DEIS: Draft Environmental Impact Statement.

Department: Highest organizational unit of Sound Transit, consisting of Board Administration, Executive, Finance and Information Technology, Legal Services, Project Delivery Support Services, Transportation Services, Capital Projects and Link Light Rail.

Depreciation: A method by which the costs of plants, property, and equipment are systematically and rationally allocated over their useful life.

Division: Organizational sub-unit within departments.

DSTT: Downtown Seattle Transit Tunnel.

E1: EnterpriseOne (our current accounting system or ERP software)

EA: Environmental Assessment.

EAC: Executive Advisory Committee.

EEO: Equal Employment Opportunity.

EIS: Environmental Impact Statement.

ERP: Enterprise Resource Planning

ESA: Endangered Species Act.

ESH: Environmental Safety and Health.

The Executive Director: The executive director of Sound Transit.

Expense Category: Groupings of expense types. Expenses can include, but are not limited to, wages/salaries/benefits, services, office expenses, administrative expenses and miscellaneous other expenses.

Expense: A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

FASB: Financial Accounting Standards Board.

FD: Final Design.

FFGA: Full Funding Grant Agreement.

FFY: Federal Fiscal Year.

FHWA: Federal Highway Administration.

Fiscal Year: A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

FONSI: Finding of No Significant Impact.

FTA: Federal Transit Administration.

FTE: Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

GASB: Governmental Accounting Standards Board.

GIS: Geographic Information Services.

GL: General Ledger

GMA: Growth Management Act.

GSC: Sound Transit General Service Center.

HCT: High-Capacity Transit.

HOV: High-Occupancy Vehicle.

ISTEA: Intermodal Surface Transportation Efficiency Act.

IT: Information Technology.

ITS: Intelligent Transportation Systems.

JRPC: Joint Regional Policy Committee.

LB235: North End Tunnel Design/Build Contract.

LOB: Line of Business.

LPA: Locally Preferred Alternative.

LRT: Light Rail Transit.

LRV: Light Rail Vehicle

MIP: Mobility Initiative Program.

MLK: Martin Luther King.

MMIS: Maintenance Management Information System.

MOA: Memorandum of Agreement.

MOS: Minimum Operating Segment.

MOU: Memorandum of Understanding.

MTP: Metropolitan Transit Plan.

MVET: Motor Vehicle Excise Tax.

M/W/DBE: Minority/Women/Disabled Business Enterprise.

NEPA: National Environmental Policy Act.

NTD: National Transit Database.

NTP: Notice to Proceed.

O&M: Operations and Maintenance.

OCIP: Owner-Controlled Insurance Program.

OCS: Overhead Catenary System.

OPP: Office of Policy and Planning.

OSHA: Occupational Safety and Health Administration.

PE/ED: Preliminary Engineering/Environmental Design.

PMOC: Project Management Oversight Consultant.

PMP: Program Management Plan.

PLA: Project Labor Agreement.

Proposed Budget: The recommended and unapproved Sound Transit budget submitted by the executive director to the board.

PSCOG: Puget Sound Council of Governments (renamed PSRC, see entry below).

PSRC: Puget Sound Regional Council (formerly PSCOG, see entry above).

QAP: Quality Assurance Program.

QA/QC: Quality Assurance/Quality Control.

RE/TOD: Real Estate/Transit Oriented Development.

REX: Regional Express.

Revenues: Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

Reserve: An account used to segregate a portion of fund equity as legally set aside for a specific future use.

RFP: Request for Proposal.

ROD: Record of Decision.

ROW: Right-of-way.

RSIP: Residential Sound Installation Program.

RTA: Regional Transit Authority.

RVCDF: Rainier Valley Community Development Fund.

Salaries and Benefits: Amounts paid for services rendered by employees in accordance with rates, hours, terms and conditions authorized by law or stated in employment contracts.

SEIS: Supplemental Environmental Impact Statement.

SEM: Sequential Excavation Mining.

SEPA: State Environmental Policy Act.

SODO: South of downtown Seattle.

SOP: Standard Operating Procedure.

SIP: Service Implementation Plan.

Sound Transit: The Central Puget Sound Regional Transit Authority.

ST 2: The second phase of Sound Transit's plan for providing increased service.

Subarea: Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

Subarea Equity: The principle established by *Sound Move* that requires utilizing local taxes and revenues and related debt for projects and services which benefit the subareas generally in proportion to the level of revenues each subarea generates.

TEA-21: Transportation Equity Act for the 21st Century.

TIG: Transit Integration Group.

TIP: Transportation Improvement Program.

TOD: Transit Oriented Development.

TOHD: Transit Oriented Housing Development.

TPSS: Traction Powered Substation.

TSD: Transportation Services Department.

TSP: Transit Signal Priority.

TVMs: Ticket Vending Machines.

UPRR: Union Pacific Railroad

WISHA: Washington Industrial Safety and Health Administration.

WSDOT: Washington State Department of Transportation.

YOE: Year of Expenditure.

APPENDIX H

RECONCILIATION OF ADOPTED CAPITAL PLAN TO PROPOSED CAPITAL PLAN

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RECONCILIATION OF ADOPTED CAPITAL PLAN TO PROPOSED CAPITAL PLAN

The Proposed 2006 Budget was submitted for Board review in September, 2005. The proposed capital plan contains a record of historic costs, projections for capital outlays for each project for the current year and each future year (2005-2009) by phase, as well as a total lifetime budget.

By Resolution R2005-26, the Board adopted the annual budget for the period January 1 through December 31, 2006. Consistent with the budget policies, the resolution endorsed the capital plan contained in the Proposed Budget, and authorized Sound Transit to expend \$733,496,487 in the capital program subject to changes identified in selected amendments.

Adjustments to the Capital Budget for Fiscal Year 2006

As outlined in Appendix C: Budget Process, the project cashflow projections are developed during the month of July. In order to include the most current information in the adopted budget, assumptions leading to these projections were reviewed during October and November. If changed circumstances warranted, cashflow projections were updated prior to board-adoption of the budget. These adjustments are identified in amendment 3 and in Attachments B-1 and B-2 to the adopted budget.

After close of fiscal year 2005 the Adopted Budget document was produced. Based on a comparison of the forecasted expenditures for 2005 contained in the proposed budget to actual expenditures, project budget cashflows are adjusted to reflect actual 2005 expenditures. These adjustments may result in offsetting adjustments to the 2006 fiscal year budget.

As a result, there are two primary sources for changes from the Proposed to the Adopted Budget: (1) budget amendments to the proposed budget which were adopted by the board; and (2) updated project cash flows to reflect actual 2005 capital outlays.

Consistent with budget policies and Resolution R2005-26 the following changes were made to the Proposed 2006 Capital Plan. In total, these changes increase the capital outlay budget for 2006 by \$22.7 million to a new total of \$756.2 million.

Proposed Capital Budget for 2006	\$733,496,871
1. Budget amendments	20,323,751
2. Cashflow changes	2,387,215
Adopted Capital Budget for 2006 *	\$756,207,837

Note: * Numbers do not add due to rounding.

1) Changes to capital project budgets reflected in amendments

Amendment #	Project Name or Description	2006 Change	Comment
8	Admin Capital	525,000	Carry over from 2005
9	Attachment B-1		2006 Cashflow Adjustments with no effect on total lifetime outlays.
	Airport Link (#400)	8,235,251	
	Initial Segment (#300)	9,684,360	
	North Link - 45 to CPS (#200)	2,336,750	
	Canyon Park Freeway Station (324)	70,686	
	Everett Station (#201)	(288,799)	
	Federal Way HOV (#125)	(222,536)	
	I-90 Two-Way Transit & HOV (# 382)	4,274	
	Issaquah Transit Center (326)	2,082	
	Kirkland Transit Center (#142)	191,755	
	Montlake Terrace Freeway Station (312)	844	
	Totem Lake Freeway Station (#328)	(1,548)	
	Yarrow Point Stop Improvements (#378)	81,925	
	Seattle - Auburn Track & Signal (#120)	21,810	
	South Tacoma Station (#251)	125,964	
	Tukwila Station (#235)	(7,707)	
	St Express Fleet (#290)	(395,000)	
10	Attachment B-2		2006 Cashflow Adjustments with effect on total lifetime outlays
	Bellevue HOV (#145)	46,766	
	Everett Freeway Station (#319)	(166,752)	
	Lynwood HOV (#111)	163,564	
	Everett - Seattle Track & Signal (#100)	(4,938)	
	Small Works (#740)	(80,000)	
	Total	20,323,751	

2) Updated Project Cashflows based on actual expenditures in 2005

Project cashflows within the Proposed 2006 Budget document include a forecast for 2005 expenditures. As part of developing the Adopted Budget document, the Proposed Budget document annual project cashflows are updated to reflect actual capital outlays for the preceding year (2005). Normally, adjustments are made so as not to change the projected cashflow for fiscal year 2006 by project as shown in the Proposed Budget.

However, in certain limited instances, as a result of incorporating actual 2005 outlays, the fiscal year 2006 projected cashflow had to be adjusted from that shown in the Proposed Budget. In all such cases no changes were made to the total lifetime budget. The effect of this change is an increase of \$2,387,215. The following projects' fiscal year 2006 projected cashflows were adjusted:

Project	Proposed 2006	Adopted FY 2006	Difference	Comments
Transportation Services				
Sounder Fleet Program (702)	\$ -	\$ 1,600,000	\$ 1,600,000	Spending was anticipated to occur in 2005 but due to delay in approval of project will occur in 2006. There is no increase to the lifetime budget.
Project Delivery				
Sounder Commuter Rail				
Reservation-Freighthouse (247)	259,801	\$ 258,470	\$ (1,331)	To adjust for additional costs incurred in 2005.
Regional Express				
Bellevue Transit Center/NE 6th (322)	-	63,184	\$ 63,184	Project close out activity anticipated in 2005 will occur in 2006.
Bellevue Rider Services Bldg (323)	1,228,192	1,867,204	\$ 639,012	Project activity anticipated in 2005 will occur in 2006.
Issaquah Highlands Park & Ride (355)	3,060,886	2,983,279	\$ (77,607)	To adjust for costs incurred in 2005 that had been budgeted in 2006.
Woodinville Arterial HOV/SR202/SR522 (376)	244,593	408,550	\$ 163,957	Project activity anticipated in 2005 will occur in 2006.
Total Changes			\$ 2,387,215	

Note: Numbers may not add due to rounding.

As a result of incorporating actual 2005 capital outlays, the following projects contain changes to the project cashflow between individual phases, with no change to either the total project fiscal year 2006 budget or the total project lifetime budget.

Sounder:

- Ticket Vending Machines (# 212)
- Lakewood Station (# 253)

Link

- Tacoma Link (#500)

Regional Express:

- Federal Way HOV Access/S 317th (# 125)
- Eastgate Transit Access (# 160)
- Bellevue HOV (#145)
- Issaquah Highlands P & R (# 355)